

PLAN FOUNDATION



WHAT YOU WILL FIND IN THIS CHAPTER

- ► The purpose of the Comprehensive Plan.
- ► The Covington planning area
- ► The Covington vision, mission, and framework goals that guide the plan.

INTRODUCTION

The City of Covington is a place where community, businesses and civic leaders are partners in building a city that is family-oriented, has a strong business community, and is safe and pedestrian-friendly. We are a city that proudly invests in enhancing our community and natural environment and providing diverse recreational opportunities, while remaining financially responsible. This comprehensive plan facilitates Covington's "growing toward greatness," planning through the goals, policies and implementation actions included within it.



GROWTH MANAGEMENT ACT GOALS

- Urban growth
- Reduce sprawl
- Transportation
- Housing
- Economic development
- Property rights
- Permits
- Natural resource industries
- Open space and recreation
- Environment
- Citizen participation and coordination
- Public facilities and services
- Historic preservation

PLANNING MANDATE AND COORDINATION

In accordance with the Growth Management Act (GMA), the City of Covington is required to adopt and maintain a Comprehensive Plan. A comprehensive plan guides a community's physical development (land use) over the long term, addresses the entire community and all its values, activities, or functions – housing, employment, transportation, recreation, utilities, etc. – and provides a statement of policy guiding how the community's desires for growth and character are to be achieved.

Voters approved Covington's incorporation in November of 1996, with cityhood effective August 31, 1997. After incorporation, Covington leaders adopted a comprehensive plan to provide guidance for public and private decision makers on future growth and development. It has been updated annually as policy direction and conditions have changed.

A major update was completed in 2003. The City updated Land Use and Downtown elements in 2012 and adopted the Lakepointe Urban Village Subarea Plan in 2014. Other minor amendments have been made to individual elements during intervening years.

The Covington Comprehensive Plan must address a 20-year planning period, and demonstrate an ability to accommodate future growth in the City and its planning area. The City must plan in coordination with King County and neighboring cities through Countywide Planning Policies for King County and through VISION 2040 a regional plan adopted through the Puget Sound Regional Council (PSRC).



The City must now update its comprehensive plan and development regulations to address the 2015-2035 planning period and demonstrate compatibility with state goals and regional plans. This 2035 Comprehensive Plan is designed to assess existing conditions, look forward and plan for the next 20 years. In other words, it describes who we are, what we want and how we plan to achieve it. It translates the community's values and vision into a policy document to guide decisions on the quality of growth, intensity and diversity of land use, transportation modes and street networks, public facilities and services, parks and recreation, and environmental protection. As the City of Covington continues "Growing Towards Greatness" the Comprehensive Plan will guide the physical development of the City, ensure that change is consistent with the community's vision and principles, and coordinate the provision of public services and amenities to support new growth.

The 2035 comprehensive plan satisfies the requirements for periodic updates of comprehensive plans for those cities planning under the GMA, including consistency with King County County-wide planning policies and the Puget Sound Regional Council's VISION 2040 and the multi-county planning policies. This comprehensive plan presents eight separate but interrelated topic elements, as well as a series of appendices that provide additional detail about Covington and fulfill other planning requirements.



Covington's 2015 Comprehensive Plan Logo



"Living in Covington connects you by major thoroughfares to the mountains and central Puget Sound without having to compromise on small town character. We are a city that is looking ahead to ensure the improvement and vitality of transportation, parks and recreation, the downtown vision, housing options and continued access to city council and staff."

Margaret Harto, City of Covington Mayor

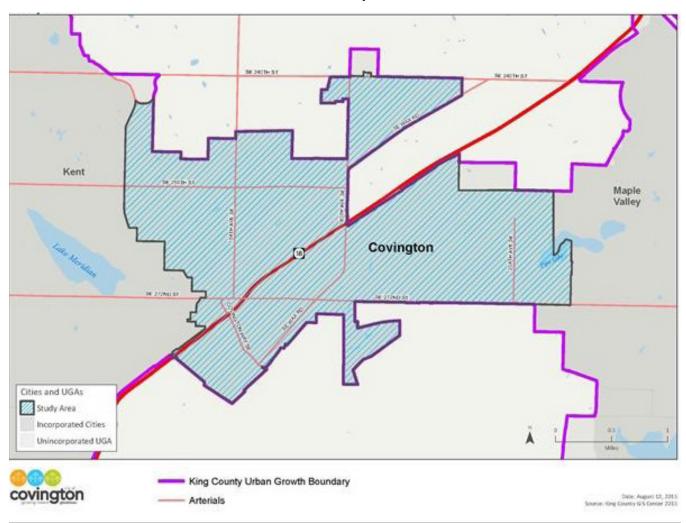
STUDY AREA

In the Comprehensive Plan Update, the City may choose to combine existing elements to streamline the plan and consolidate related information; the City may also choose to develop selected optional elements that helps it formulate policies and strategies on topics of local concern.

The study area for the Comprehensive Plan Update is the City limits and assigned Potential Annexation Areas in the King County Urban Growth Area (UGA). The study area for the Comprehensive Plan Update is depicted on Exhibit 1 and includes the following:

- The Covington city limits comprising 6.55 square miles or 4,190 gross acres or 3,320 parcel acres.
- Within the UGA, there are two Potential Annexation Areas (PAAs) areas assigned to the City. The Tahoma High School lies to the north on 36.8 acres, and a portion of the Lakepointe Urban Village lies to the northeast on 80 acres.

Exhibit 1. Study Area





Vision: A community's best desired future.

- Mission: The role of the city as an organization in achieving that vision.
- ► Framework Goal:

 Framework goals are an extension of a vision or values statements in order to form the foundation for the goals and policies contained in other elements of the Comprehensive Plan.

Goal: A broad, general statement of the desired long-term future state or outcome towards which the Plan aims. Goals indicate what ought to exist in a community or what is desired to be achieved in the future

Policy: A principle, protocol, or proposal for action that implements a related goal. Decision-oriented statements which guide the legislative or administrative body while evaluating a new project or proposed change in ordinance.

VISION AND FRAMEWORK

Each year, Covington's City Council reviews and finetunes Covington's vision, mission and goals statement. This vision is the foundation for every goal, policy, and implementation action included in this plan.

This vision ensures decision-making continues to respect a long-range perspective. If future changes to this vision document result in changes that need to be reflected in the comprehensive plan polices, the City will update the plan's goals and polices policies as appropriate.

To help ensure the vision and mission are extended into the Elements of the Comprehensive Plan, framework goals are included in this chapter as a foundation for the Element-specific goals and policies contained in other elements of the Plan. They address cross-cutting topics that are broader than a single topic such as how the plan fosters strong neighborhoods or how sustainability and health are supported by land use, transportation, housing, parks, capital facilities and other topics.

VISION AND MISSION

Vision – Covington: Unmatched quality of life

Mission – Covington is a destination community where citizens, businesses and civic leaders collaborate to preserve and foster a strong sense of unity.

FRAMEWORK GOALS

The following framework goals describe how Covington's vision for an unmatched quality of life and mission to collaborate can be realized across a number of components to support our people, places, and prosperity. The framework goals are a bridge to the element-specific goals and policies of the Comprehensive Plan and cut across disciplines.

FW Goal-I. **Economic Development:** Encourage and support a business community that is committed to Covington for the long-term and offers diverse products and services, family wage jobs, and a healthy tax base to support public services. (COUNCIL GOAL)

FW Goal-II. **Town Center:** Establish Covington Town Center as a vibrant residential, commercial, educational, social, and cultural gathering place that is safe, pedestrian-friendly, well-designed, and well-maintained. (Council

Goal)

FW Goal-III. Youth and Families: Provide city services, programs and facilities such as parks and recreation and human services that emphasize and meet the needs of Covington's youth and families. (COUNCIL GOAL)

FW Goal-IV. **Neighborhoods:** Foster community cohesiveness, communications, and cooperation, and maintain neighborhoods that offer a variety of housing options that are diverse, safe, accessible, and well-designed. (COUNCIL GOAL)



Medical Services Source: Studio Cascade

FW Goal-V. Municipal Services: Plan, develop, implement, and maintain high quality capital infrastructure and services that reflect the needs of a growing community. (COUNCIL GOAL)

FW Goal-VI. **Customer Service:** Recruit, support, and retain a professional team of employees, volunteers, and stakeholders who offer outstanding customer service, ensure stewardship of the public's money, and promote the City. (COUNCIL GOAL)

FW Goal-VII. Covington's People are Valued: Respect the dignity of all people as they seek to live, work and play in Covington. (CONSULTANT PROPOSED TO SUPPORT MISSION STATEMENT'S UNITY PRINCIPLE)

FW Goal-VIII. **Community Sustainability:** Advance social, economic and environmental goals in parallel to foster comprehensive community sustainability.

(CONSULTANT PROPOSED TO ADVANCE QUALITY OF LIFE THROUGH CONSERVATION AND SHARED PROSPERITY)

FW Goal-IX. Nature in our Neighborhoods: Honor the connection between community and environmental health by integrating nature in our neighborhoods.

(CONSULTANT PROPOSED TO PROMOTE QUALITY OF LIFE THROUGH PROTECTION OF ECOLOGICAL FUNCTIONS AND VALUES AS PART OF THE URBAN FABRIC)

FW Goal-X. **Mobility:** Ensure all residents, regardless of age, mode or ability, can find safe comfortable ways to travel through the city and welcoming destinations when they arrive. (CONSULTANT PROPOSED TO PROMOTE QUALITY OF LIFE THROUGH MULTIMODAL ACCESS CHOICES; KEY COMPONENT OF ECONOMIC DEVELOPMENT AND TOWN CENTER GOALS TOO)

FW Goal-XI. Active and Healthy Living: Promote safety and wellbeing by creating opportunities for access to a variety of food venues, community services, and active recreation that make healthy choices easy choices. (CONSULTANT PROPOSED TO PROMOTE QUALITY OF LIFE AND MEET GMA PROVISIONS FOR HEALTHY COMMUNITIES IN THE LAND USE, PARKS, AND TRANSPORTATION ELEMENTS)

FW Goal-XII. Resilience: Foster resilience by planning for community responses to unavoidable natural and man-made disturbances. (CONSULTANT PROPOSED TO HELP RESTORE QUALITY OF LIFE AND PLAN AHEAD FOR NATURAL HAZARDS AND CONSIDER ADAPTATION AND MITIGATION)

FW Goal-XIII. Community Arts, Recreation, and Education: Conserve cultural resources, and promote social connection and opportunities for community celebrations, and access to a variety of arts, recreation, and education opportunities for community members of all ages. (CONSULTANT PROPOSED TO ACHIEVE QUALITY OF LIFE THROUGH OPPORTUNITIES FOR CULTURE AND LEARNING)



Mount Rainier in the distance Source: Pending



USING THIS PLAN

This Comprehensive Plan is designed to be user friendly. This plan includes eight individual elements, five of which are required to be included by GMA, and three are optional. These eight elements are a consolidation of the 12 elements in Covington's 2002 comprehensive plan, as amended; this consolidation was undertaken to eliminate redundancies and provide a more consistent and comprehensive assessment and policy guide for the city.

- 1. Land Use
- 2. Housing
- 3. Transportation
- 4. Economic Development
- 5. Natural Environment
- 6. Capital Facilities & Utilities
- 7. Parks, Recreation & Open Space
- 8. Shorelines

The elements provide policy guidance, identifying the issues that shape the policy response and listing the goals and policies relevant to that particular topic.

COMPREHENSIVE PLAN AMENDMENTS

Covington's Comprehensive Plan is an evolving document and will be periodically reviewed and revised over the next twenty years as better information becomes available and public attitudes, development technologies and economic forces and legislative policy change over time. The GMA limits Comprehensive Plan amendments to no more than once per calendar year, except for certain exemptions and emergency actions. Whenever the plan is amended it is important to verify that it is "internally consistent" and that development regulations are consistent with and implement the comprehensive plan.



Covington Street Signs Source: Studio Cascade



LAND USE



WHAT YOU WILL FIND IN THIS CHAPTER

- A description of Covington's current land uses
- A discussion of development trends.
- A plan for future land use and areas where new development is being directed.
- Goals and polices that guide the character and intensity of land use within Covington.

PURPOSE

This element guides future land use on both public and private property within Covington's planning area comprised of the city limits and its assigned Potential Annexation Areas (PAAs) within the King County Urban Growth Area (UGA). The element plans for the community's rising needs for residential, employment, recreation, and other land uses. The element accommodates expected growth that is the basis for investments in transportation, capital facilities, and utilities.

The element promotes compact and well-designed neighborhoods that are served by effective public facilities, that protect environmental and cultural resources, and that provide new opportunities for



Wooded lands, Lakepointe Urban Village Property. Source: The Watershed Company 2013



Covington Farm. Source: Studio Cascade 2014



Example of Covington Home. Source: Coldwell Banker 2015

residents and businesses to locate in Covington to achieve the community's vision of an unmatched quality of life. Covington's proposed land use plan and policies also helps the City grow in harmony with the goals of the Growth Management Act (GMA), Puget Sound Regional Council (PSRC) VISION 2040's regional growth strategy, and King County's Countywide Planning Policies.

LAND USE ISSUES AND TRENDS

CONDITIONS AND TRENDS

History

Prior to European settlement, the Stkamish, Smulkamis, and Skopamish people inhabited the Covington area. Eventually these tribes, together with other tribes along the White and Green Rivers, were resettled on the Muckleshoot Reservation, named for the prairie on which the reservation was established. (Kershner, 2013; Tribe, 2015)

Covington was originally known for lumber mills on Jenkins and Soos Creeks, and a place where irrigated berry farms and dairies were successful. As with other places in King County, following World War II, the community grew from a rural farming community into a suburb. (Kershner, 2013)

In 1992, Covington was designated as an Urban Activity Center by King County. Eventually the community advocated for incorporation, and Covington became a fullfledged city in 1997.

Current Land Uses

Covington's current land use pattern is dominated by single family residential, parks and schools, and commercial uses. See Exhibit 1 and Exhibit 2.

CURRENT AND FUTURE POPULATION, HOUSING, AND JOBS

Covington has grown since its incorporation from a population of 12,900 in 1998 to 18,520 in 2015. See Exhibit 3. This growth reflects Covington's attraction as a residential community with middle income homebuyer opportunities.

WHAT DOES IT MEAN?

Covington has traditionally been a bedroom community with modern and well-kept single family neighborhoods interspersed with parks, open space, and schools. Commercial retail and medical services have also burgeoned along suburban arterial corridors to serve Covington and surrounding areas in southeast King County.

Covington is a more mature community since its settlement with farms and rapid suburban growth between the 1960s and 2000s. Covington grew more rapidly than the County between 2000 and 2010 and now its pace has moderated between 2010 and 2015. Still based on market studies Covington is poised to grow its population by 50% and its jobs by 78% over the next twenty years.

To maintain the quality of single family neighborhoods and to help protect environmentally sensitive areas, Covington has identified areas of focused growth in its Town Center with its Downtown Plan. There the City intends to facilitate compact mid-rise mixed use residential and commercial developments with gathering spaces and gridded streets. Secondarily, the Lakepointe Urban Village Subarea will offer an urban village with both regional and local commercial opportunities as well as mixed use retail and multifamily, townhomes, and single family homes.

Civic/Institutional/ Religious Public and Utility Industrial 5% 0% Commercia Multifamily 12% Residential 1% Private Open Space 4% Public Parks, **Recreational Facilities** and Schools 13% Resource Singe Family Residential 52%

Exhibit 1. Existing Land Use Shares

Source: King County Assessor and City of Covington 2015

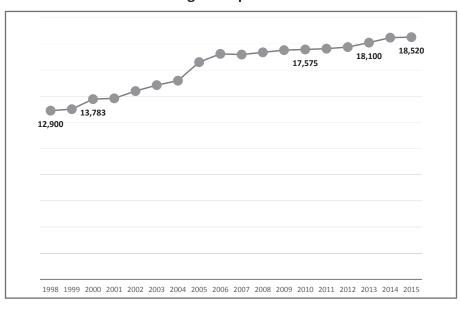


Exhibit 3. Covington Population: 1998-2015

Source: State Office of Financial Management, 2015.

Date: August 12, 2015 Source: King County Assessor and City of Covington Maple Valley 0.5 Single Family Residential Pipeline Vacant Public Parks, Recreational Facilities and Schools Public Facilities and Utilities Resource Multifamily Residential Private Open Space Industrial Civic/Institutional/Religious Present Use Classifications Unincorporated UGA **Existing Land Use** Incorporated Cities Cities and UGAs Kent

Exhibit 2. Existing Land Use Map

Source: City of Covington, BERK Consulting 2015

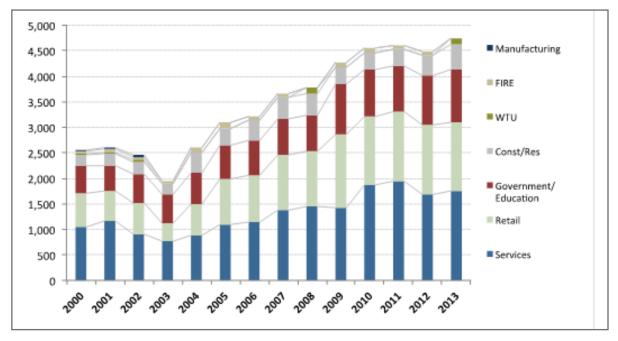
The City experienced a compound annual growth rate of 2.5% between 2000 and 2010, slowing to 0.5% between 2010 and 2015. Covington's growth rate was higher than King County's compound annual growth rate of 1.4% between 2000 and 2010, and is similar now to the County's rate of 0.6% between 2010 and 2015.

Covington also realized strong employment growth from 2003 to 2013. See Exhibit 4. Local-serving industries such as services, retail, and government/education make up the largest shares of the city's employment base. Retail sector employment has grown the most and the fastest from 2003 to 2013.

Covington is estimated to grow nearly 50% to approximately 27,645 persons by 2035. See Exhibit 5. Currently, there are approximately 6,374 dwellings (OFM 2015) and most are occupied with 5,957 households (ACS 2013). Based on a market demand study (BERK and Associates, 2012), it is anticipated that there will be 3,920 added dwellings. This estimated to result in a total of 9,826 households and 10,294 dwellings by 2035.

The City has a solid base of jobs, largely retail and service oriented, equaling 4,753 jobs. (ESD 2013). Based on a market analysis (BERK and Associates, 2012) the City would add over 1.6 million square feet of commercial space by 2035. This would support over 3,700 jobs. That would mean a total of 8,459 jobs by 2035. See Exhibit 5.

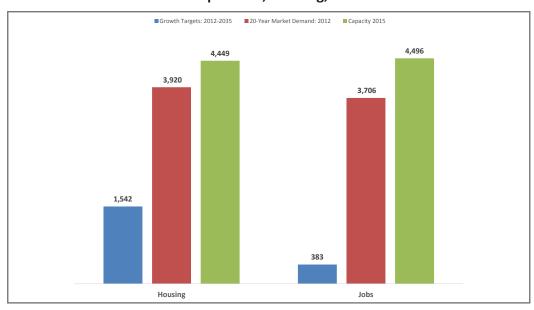
Exhibit 4. Total Covered Employment, 2000-2013 (Jobs in Thousands by Year)



Source: Puget Sound Regional Council

Note: FIRE (Finance, Insurance, and Real Estate), WTU (Warehousing, Transportation, and Utilities)

Exhibit 5. Estimated Population, Housing, and Jobs: 2015 and 2035



Source: OFM 2015, ACS 2013, ESD 2013, BERK Consulting 2015

Note: * Households and Jobs are 2013 estimates.



KEY TERMS

- ► Growth Target: A target is the City's assigned share of housing and employment growth for the period 2012-2035 consistent with the King County Countywide Planning Policies. The City must demonstrate its Comprehensive Plan at least accommodates its growth target.
- ▶ Capacity: Capacity illustrates
 whether the City has sufficient
 developable land free of
 constraints and zoned at urban
 densities to accommodate
 assigned growth targets. The
 City's capacity is measured
 every five years in the King
 County Buildable Lands Report

CHALLENGES AND OPPORTUNITIES

Planning for growth that is expected to surpass growth targets

The City is required to accommodate its fair share of growth in its Comprehensive Plan. The City has grown continuously even through the Great Recession and has already made significant progress towards its growth targets, especially jobs. The City has surplus capacity to accommodate its housing and jobs targets. See Exhibit 6.

The City must, at a minimum, accommodate and plan for its King County issued growth targets. In 2012 the City commissioned a market study, which shows robust growth that exceeded its growth targets but was less than capacity. See Exhibit 7. If the City were to plan for its remaining growth target, it may "under plan" for the infrastructure and services needed to support the community's desired levels of service. If the City were to plan for its growth capacity it may "over plan" and service providers and the city may invest scare resources in infrastructure and services that are not yet needed.

The City is basing its Comprehensive Plan Update on the market demand study that not only accounts for the City's growth targets but also the likely level of growth in order to plan for capital facilities, utilities, and services that will help maintain Covington's quality of life.

Exhibit 6. Targets and Capacity: 2012-2035

Targets and Capacity		Housing	Jobs
Housing Growth Target (2006-2031)		1,470	1,320
Permits 2006-2012 (issued/finaled)	-	163	1,148
Remaining Target 2012-2031	=	1,307	172
Extended Target 2031-2035	+	235	211
Remaining Target 2012-2035	=	1,542	383
Pending Development 2012, updated	+	785	514
Lakepointe Capacity	+	1,500	1,889
Parcel Capacity 2012, updated 2015	+	2,164	2,093
Total Capacity	=	4,449	4,496
Capacity Surplus (Deficit) versus Target	-	2,907	4,113

Exhibit 7. Growth Targets, Market Demand, Land Capacity



Source: BERK Consulting 2015



Promoting Covington as a Hub for Medical Services and **Family Wage Jobs**

Covington now contains a hospital and an urgent care facility, and is becoming a hub for medical services in the southeast King County area.

Continuing to attract professional services, medical services, and other jobs that have the potential to support living wages is important to the City's overall economic development goals and would promote sustainable living such as through a reduction in single occupancy vehicle driving.

Protecting and improving Covington's existing single family neighborhoods while encouraging vibrant mixed use development

The predominant land use within Covington's city limits is single-family residential. While single-family residential use will remain Covington's predominant land use, there is limited vacant land left to develop for single family residential uses. Covington's population is growing and changing - with more senior citizens and with households that are cost-burdened - meaning they are spending more than 30% of their income on housing and utilities and earning below the County median income. Thus, Covington is in need of greater housing variety such as townhomes and mixed use residential as noted in the Housing Element.

Similarly with Covington striving to become a commercial, professional and medical services hub for southeast King County, more jobs are expected, and the City's suburban commercial areas would experience new development and redevelopment over the next 20-years.

The City is actively planning for well-designed, high quality mixed-use development focused in the Town Center zone and within portions of the Lakepointe Subarea. By focusing most growth in these two areas, the City can maintain the quality and character of existing residential neighborhoods while meeting the community's changing needs for housing variety and offering more pedestrian amenities, public gathering spaces and gridded streets. New development, whether it locates in the Downtown, the Lakepointe Subarea or within the community's established neighborhoods, must be compatible with its surroundings and enhance Covington's community identity and the character of the neighborhood in which it is located.

Downtown and Town Center

Covington's Downtown area is presently in a low rise development pattern with commercial shopping centers predominating. See Exhibit 8.



Exhibit 8. Covington Downtown Aerial and Photos

Source: Google Earth 2015



Covington Commercial Center.

Source: commercial-development.com 2015



Covington, Medical Uses Source: Studio Cascade 2014

In 2009, Covington completed a Downtown Plan and zoning study to set a new course and vision for the community. The plan addresses core economic development and land use goals:

- Identify a new town center site
- Make strategic town center investments
- Improve vehicular linkages
- Develop a parking study
- Provide greater pedestrian connections
- Establish new street and building design standards
- Consider and support Covington as a regional transportation focal point

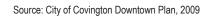
The proposed land use pattern is based on a core surrounded by several areas of focus:

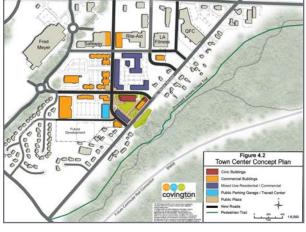
The future downtown area should consist of a central Town Center Focus Area developed around a central civic plaza and open space, a new City Hall and/or other community facilities, and a public parking facility/transit center. Surrounding this Town Center core should be other Mixed Commercial and/or General Commercial focus areas permitting a wide variety of retail, residential, office, service, and public uses. Surrounding the retail, residential, office, service and public uses should be a less intensive Mixed Housing and Office focus area with a variety of housing and office uses at various levels of density and height. These four inter-related but discreet land use focus areas are described below. They are (a) Town Center; (b) Mixed Commercial; (c) Mixed Housing and Office; and (d) General Commercial.

Downtown Element, 2014

The vision is to create a dynamic Town Center that includes retail, office, residential and communal gathering spaces, and provides for development-friendly zoning and transportation requirements as well as improved surrounding areas. See Exhibit 9.

Exhibit 9. Town Center Plan





Source: City of Covington Downtown Plan, 2009



City of Covington Downtown Design Guidelines and Standards, 2014



Lakepointe Site 2013, Pre-reclamation Source: The Watershed Company 2013

Lakepointe Urban Village

The Lakepointe Urban Village Subarea (formerly known as the Hawk Property) lies in the northern gateway area of the city, and encompasses approximately 212 acres southeast of SR 18. The Lakepointe Urban Village Subarea primarily consists of the former Lakeside gravel mine, an asphalt batch plant, vacant land, and a highway interchange. Resource extraction operations at the mine site have ceased, and reclamation is in progress. Approximately 132 acres of this area lies within the City's corporate limits; the remainder (80 acres) lies within one of the City's assigned PAAs.

The community vision for the subarea is as a mixed use urban village secondary to the Town Center:

The vision for the Lakepointe Urban Village Subarea is the creation of an Urban Village at Covington's northern gateway that provides a mix of commercial development focused on regional uses and a variety of housing types. This village would provide regional shopping and employment opportunities for residents of both Covington and neighboring communities, as well as new housing opportunities for the Covington community. In addition to commercial and residential development, the village would offer public recreational amenities, such as parks, natural open space, a pond, and bicycle and pedestrian trails that link to the regional trail system. The Lakepointe Urban Village Subarea, while providing both economic and lifestyle benefits would be a secondary center within Covington, providing an experience that is distinct from Covington's town center, not competing with it.

The City adopted a range of concepts for the subarea allowing 1,000-1,500 dwellings and 680,000 to 850,000



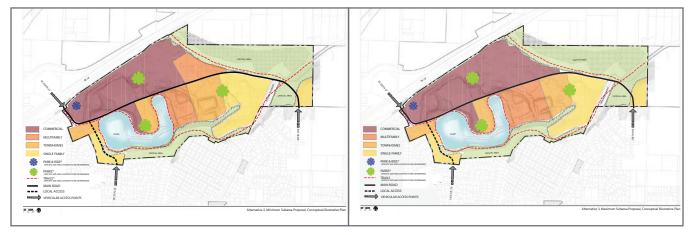


Exhibit 10. Lakepointe Urban Village Minimum and Maximum Concept Plans

Source: City of Covington 2014

square feet of commercial development. See Exhibit 10.

Maintaining Covington's small town feel and the natural environment

Covington recognizes the value and need to preserve and protect the natural environment in a manner that balances growth, economic needs and quality of life. Potential development can be designed to protect environmental functions and values.

"Potentially constrained lands" typically include critical areas containing frequently flooded areas, wetlands, streams and associated buffers, wildlife habitat, critical aquifer recharge areas, as well as landslide, seismic, and erosion hazard areas. Other constrained areas include power line easements, and gas line easements.

Some potentially constrained lands areas are managed for health and safety (e.g. geologic hazards and flood hazards) and the amount of development within or abutting the area may be restricted. Some areas are protected for their water quality and habitat functions and values (wetlands, streams and lakes, critical aquifer recharging areas, wildlife habitat, and floodplains), and may be protected from development by buffers and setbacks. Permanent structures are limited in utility corridors.

Low impact development methods that mimic natural stormwater systems are now required where feasible by the City's stormwater manual. These standards not only have value to manage water quality and quantity but can be designed to contribute to open space systems and to soften streetscapes.

More detailed discussion and policies specifically related to the city's natural environment can be found in the Natural Environment and Shoreline Master Program Elements.

OUR LAND USE PLAN

FUTURE LAND USE MAP AND DESIGNATIONS

Covington's Future Land Use Plan is oriented around two centers: the Downtown and Lakepointe. Around these two destination centers with mixed uses are single-



Stormwater Facility in Covington. Source: City of Covington Stormwater Management Plan 2015 family neighborhoods at low, medium, and high densities, interspersed by a green network of parks, trails, open space, and schools. See Exhibit 11 and Exhibit 12.

Single family residential uses continue to predominate at 65% of parcel acres, followed by public parks, recreation, and schools at 14%. The Downtown would make up 11% of parcel acres, and the Lakepointe 6% of parcel acres. Matching Exhibit 12, the table below in Exhibit 13 provides definitions of Covington's Future Land Use categories, describing each in terms of intended use and overall character. These future land use designations allow for growth to occur in a sustainable development pattern, maintaining Covington's quality of life and enhancing Covington's identity.

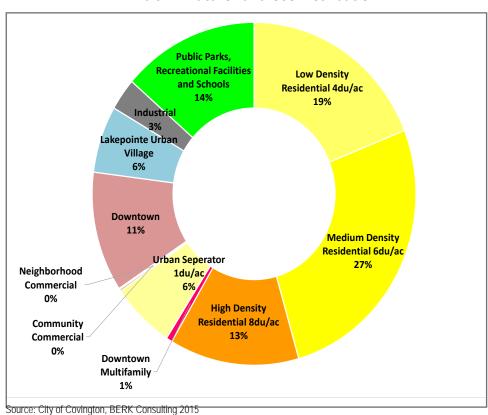
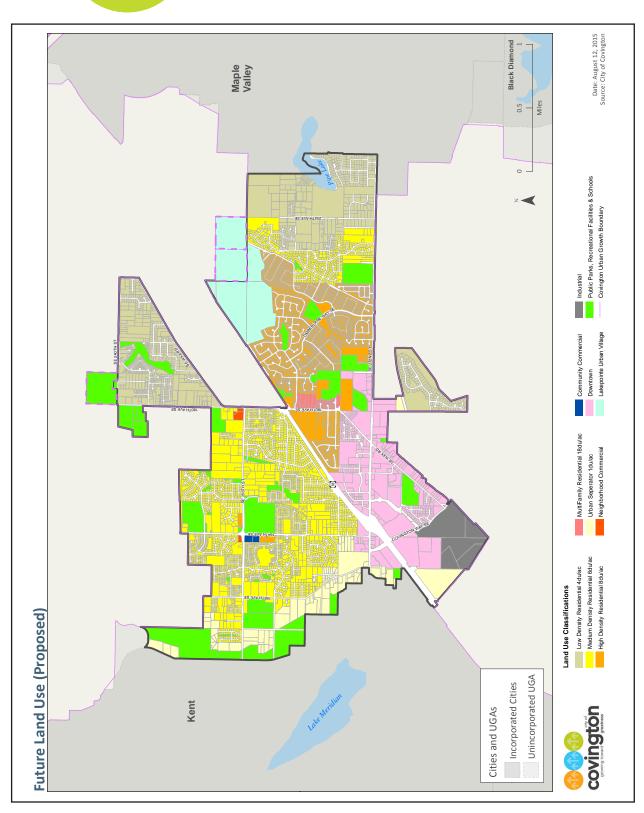


Exhibit 11. Future Land Use Distribution

Exhibit 12. Future Land Use Map



Source: City of Covington, BERK Consulting 2015

Exhibit 13. Future Land Use Map Descriptions

Urban Separator

The Urban Separator category exists to foster identifiable boundaries between Covington and Kent, helping each develop as a distinct community with individual identities and a sense of place. Much of Covington's Urban Separator includes Soos Creek Park along the western portion of the UGA. Low-density residential development of up to one dwelling unit per acre is also appropriate for Urban Separator lands.

Single-Family	Low	Medium	High
Residential:			

Covington's existing neighborhoods are primarily characterized by single-family residential development often platted at four to eight units per acre. Accordingly, the Future Land Use map divides the Single Family Residential category into "Low" "Medium" and "High" sub-categories, assigning minimum densities at four, six and eight units per acre respectively. Undeveloped or underdeveloped areas within this designation will develop at the densities associated with each category, maintaining compatibility with existing neighborhoods and open space corridors.

Neighborhood Commercial

The Neighborhood Commercial category includes small-scale commercial uses that provide convenience goods and services to serve the everyday needs of the surrounding neighborhoods while protecting neighborhood character. Neighborhood Commercial development can help reduce automobile trip lengths and frequency by providing dispersed commercial uses closer to resident homes. Second-floor residential uses are encouraged in Neighborhood Commercial buildings, and it's critical that regulations ensure that the design and scale of Neighborhood Commercial development maintain compatibility with surrounding neighborhoods.

Community Commercial

The Community Commercial category is intended to provide for a broader range of commercial activities and services than those envisioned for Neighborhood Commercial areas. Community Commercial development should be designed and scaled to serve a range of day-to-day needs for residents of nearby neighborhoods, but not intentionally addressing needs of those living outside those areas. Uses should be sized and permitted accordingly to maintain compatibility with the surrounding residential neighborhoods, and the design and scale of Community Commercial development should be compatible with surrounding neighborhoods.

Downtown

The Downtown category is intended to provide the majority of the retail commercial and office opportunities within the City, as well as various civic, social, residential, and recreational uses. The Downtown designation is intended to accommodate economic growth in a compact form with a mix of uses that lessens automobile trip lengths and promotes travel modes other than single-occupancy vehicles. Residential uses integrated with commercial uses in mixed-use buildings are encouraged.

The Downtown area is envisioned to grow as the "heart" of Covington, characterized by:

- Places for community events
- Vibrant, active streetscapes with sidewalk vendors and street trees
- Higher-intensity development (over time) with reuse of parking lots for new buildings
- High-quality development
- A scale and form that's walkable and comfortable for pedestrians
- Connections to nearby parks and natural spaces
- Distinctive landmarks to ensure people can easily find their way

The Downtown Land Use category includes four interrelated land use subcategories as follows:

- Town Center: Encompassing 81 acres is an area envisioned as the heart and core of downtown, characterized by an intensive mix of uses, a vibrant and active streetscape, the most pedestrian-scaled land use and circulation system downtown, and includes an important public gathering space.
- Mixed Commercial: These "gateways" to downtown Covington on the west and east encompass 231 acres. They accommodate a diverse mix of uses, emphasizing retail and employment, with increased walkability and access for all modes of travel. Large format retail, auto-oriented uses and public uses may be part of the mix, provided they're compatible with the area's pedestrian-oriented scale and character.
- Mixed Housing & Office: Totaling 67 acres, this category includes infill housing and office development designed to be compatible with surrounding residential uses. Cottage housing types or single-family detached housing may also be part of this category.
- General Commercial: This 95-acre area is envisioned to include the broadest range of uses of any in the Downtown, including commercial, light manufacturing, office, transportation and utility uses, as well as residential uses buffered from more intensive uses to ensure compatibility.

Multifamily (Residential 18du/ac)

The 35-acre Multifamily area located on the north side of the Downtown land use designation allows higher density residential development typified by structures designed to accommodate several unrelated households, including duplexes, apartments, townhomes, and condominiums.

Lakepointe Urban Village Subarea

The Lakepointe Urban Village Subarea category is intended to provide commercial and residential opportunities in an "urban village" setting, with associated recreational and open space amenities. The adopted Lakepointe Urban Village Subarea Plan (Ord. 01-14, as amended), clearly envisions this area will incorporate mixed-use development. Future development of the Lakepointe Urban Village is intended to provide regional and local commercial opportunities, as well as housing options not widely available in Covington - including multifamily, townhome, and small-lot residential development.

Industrial

This category is intended to provide for industrial enterprises and activities involving manufacturing, assembly, fabrication, processing, bulk handling and storage, research facilities, warehousing, and heavy trucking. The purpose of this zone is also to protect the industrial land base for industrial, economic development and employment opportunities. It is applied largely to the Bonneville Power Administration Substation.

Public Parks, Recreational Facilities and Schools

This category is only placed on properties currently developed with a public park, and recreational facilities, , and land owned by the Kent or Tahoma School District.

Future Parks, Recreational Facilities and Schools may occur throughout the city, consistent with comprehensive plan goals and policies as well as development regulation provisions - which reduce impacts on surrounding land uses. Although mapped as a specific land-use designation, lands within this designation may occur in any zone, as this land-use designation does not affect underlying zoning.



Exhibit 14. Future Land-Use Designations & Corresponding Zoning Districts

Land Use Designation	Zoning District	
Urban Separator	US(R-1) Urban Separator	
Single-Family Residential (Low, Medium, High)		
Low Density Residential	R-4 Residential 4 Units Per Acre	
Medium Density Residential	R-6 Residential 6 Units Per Acre	
High Density Residential	R-8 Residential 8 Units Per Acre	
Neighborhood Commercial	NC Neighborhood Commercial	
Multifamily	R-18 Residential 18 Units Per Acre	
Community Commercial	CC Community Commercial	
Downtown	TC Town Center	
	MC Mixed Commercial MHO Mixed Housing/Office	
	GC General Commercial	
Lakepointe Urban Village Subarea	Pending a rezone consistent with Lakepointe Urban Village Subarea Plan, the Mineral zone applies on an interim basis. Future zoning consistent with approved Lakepointe Urban Village Subarea Plan Ord 1-14 includes the following:	
	R-6 Residential 6 Units Per Acre	
	R-12 Residential 12 units per acre	
	MR Mixed Residential	
	RCMU Regional Commercial Mixed Use	
Industrial	I Industrial	
Public Parks, Recreation, and Schools	All underlying zones	



Consistency with State Goals and Regional Plans

The City plans in conformance with the Growth Management Act (GMA) and the Puget Sound Regional Council VISION 2040 that sets a regional growth strategy.

State GMA goals are implemented in this Land Use Element by promoting a compact urban development pattern served by adequate transportation, parks, and other capital facilities and services. The Land Use Element also encourages a variety of housing choices and economic development opportunities. The Element promotes the protection of environmental, natural, and cultural resources. Each property in Covington is allowed a reasonable use consistent with the land use plan and development regulations. The City's land use permit procedures allow permits to be addressed in a fair and predictable manner. (RCW 36.70A.020)

VISION 2040 contains multicounty planning policies and a regional growth strategy applicable to King, Kitsap, Pierce and Snohomish Counties. The Puget Sound Regional Council (PSRC) conducts consistency review of comprehensive plans and certifies transportation elements for consistency with VISION 2040. VISION 2040 requires a statement of consistency with VISION 2040's multicounty planning policies and conformity to relevant planning requirements in the GMA.

Statement of Consistency

Covington plans commit to a sustainable and vibrant future through implementation of a Downtown focused on a Town Center with mixed use commercial and residential mid-rise development pattern, gathering spaces, and connected multimodal streets. A mixed use urban village is planned in Covington's northern

VISION CONNECTION

The land use element most directly supports Covington's vision for an unmatched quality of life and framework goals around fostering well-designed and diverse neighborhoods, promoting economic development, establishing a vibrant Downtown, encouraging active and healthy living by design, promoting sustainable development patterns, and integrating nature into neighborhoods.

where a variety of housing types and densities are planned together with large format and community-based retail around natural and recreation amenities. Compact growth in the Town Center and Lakepointe Urban Village allows the City to reduce vehicle miles traveled, retrofit stormwater systems in a low impact manner to improve water quality, avoid impacts to ecological functions and values, and reduce air quality emissions over standard development patterns. The City will leverage special district and private investment in these places and make wise efficient public investments in infrastructure and services in already developed or altered environments.

This compact mixed use strategy also allows the City to protect the character and vitality of its residential neighborhoods where a variety of homeownership opportunities are available on a range of lot sizes, served by a network of parks, open space and schools.

As a community with a mission of unity, Covington plans together with neighboring jurisdictions and special districts serving the city on infrastructure, transportation, human services, hazard reduction, and shoreline and critical area protection.

Covington plans promote a quality development pattern able to accommodate the community's fair share of housing and employment growth targets and compatible with regional growth policies in conformance with the King County Countywide Planning Policies and VISION 2040.

GOALS & POLICIES

LAND USE GOALS

Goal LU-I. Covington contains a diverse mix of uses and densities that are sustainable and sup port the community's desire to provide a high- quality environment for residents, businesses, employees and visitors.

Goal LU-II. Covington's zoning, design guidelines and other strategies promote development that provides a variety of land use types, density and building forms, while discouraging sprawl, protecting critical areas, and mini mizing exposure to natural hazards to sup port a healthy economy and promote living wage job growth.



Example of Senior Housing.
Source: Sttudio Cascade 2015

Goal LU-III. Covington's vibrant mixed-use and commercial areas are places current and future residents and businesses want to live, work, learn, play, and shop and locate their businesses. These centers incorporate a range of housing types, commercial spaces, public spaces, parks and recreational facilities that accommodate a variety of families and individuals, income groups and types of businesses.

Goal LU-IV. Covington's Downtown is the economic and entertainment heart of the community, flourishing from the investment in infrastructure, mixed-use development and high quality urban design.

Goal LU-V. The Lakepointe Urban Village is thriving and accessible by multiple modes transporation at the northern gateway to



Covington Medical Uses. Source: Sttudio Cascade 2015



Soos Creek Trail. Source: Studio Cascade 2015

the city, providing regional shopping and employment, new housing opportunities for the community and a mix of recreational amenities.

Goal LU-VI. Covington is a walkable community with access to healthy local foods and active living facilitates, with well-designed and accessible multi-modal connections between and within neighborhoods and commercial areas.

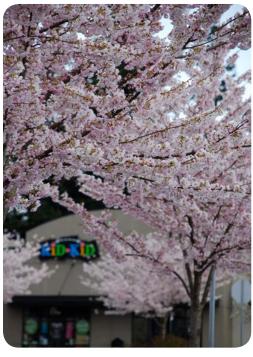
Goal LU-VII. Covington residents and business owners are informed and involved in the on-going land use decision making process and have opportunities to participate in the imple mentation, review and amendments to the Comprehensive Plan, zoning code and development permits.

LAND USE POLICIES

Citywide Sustainable Growth Management Strategy

- Policy LU-1. Plan and manage community growth and redevelopment to ensure an orderly pattern of land use that is interconnected and accessible to the community while maintaining and improving the city's existing character.
- Policy LU-2. Maintain sufficient land designated to accommodate appropriate commercial, office and healthcare and educational uses proximate to adequate transportation and utility infrastructure. (LNP 18.1, EDP 5.5)
- Policy LU-3. Maintain land use designations that ensure an adequate supply of housing units and employment space to meet required growth targets. (Added per VISION 2040/CPP Audit)

- Policy LU-4. Encourage maximum permitted density of land development while requiring high-quality design, avoiding natural and manmade hazards, and protecting critical areas and environmental quality to avoid unnecessary public and private costs. (Added per VISION 2040/CPP Audit)
- Policy LU-5. Encourage new development to be sited and designed to have:
 - A. Limited impact on the natural environment,
 - B. Be compact and contiguous to existing development,
 - C. Protect critical areas,
 - D. Protect cultural resources, (Added per CPP Audit)
 - E. Promote water quality, incorporation of renewable energy, green infrastructure, urban forests, green roofs, and natural drainage systems. (Added per CPP Audit)
 - F. Incorporate energy and water conservation practices, and reduce heat absorption, and (Added per VISION 2040/CPP Audit)
 - G. Encourage walking, bicycling and transit use.
- Policy LU-6. Direct growth, including redevelopment and infill to locations that take advantage of existing service capacity and infrastructure.
 - A. Coordinate with all public service providers to ensure services can support Covington's planned growth and shifts in demand while maintaining acceptable levels of service.
 - B. Implement City transportation level of service standards, concurrency, and



Landscaping in Commercial Center. Source: Studio Cascade 2015

impact fee requirements to support future land development. Coordinate with the Washington State Department of Transportation and adjacent jurisdictions to manage transportation demand and facilitate improvements. (Address Planning Commission comments January 2015 meeting)

Policy LU-7. Ensure new development complements community character and neighborhood quality, encouraging attractive site and building design that is compatible in scale and in character with existing or planned development.

Policy LU-8. Support development patterns that promote the community's health by:

- A. Providing opportunities for safe and convenient physical activity and social connectivity.
- B. Promoting safe routes to and from public schools. (Added per CPP Audit)

Policy LU-9. Promote residential and other forms of mixed-use development in commercial areas to allow people to live, shop and work while reducing vehicular traffic and providing for shared parking in a pedestrian friendly setting including eventual transition to structured parking at high demand locations, and maintain development capacity for active ground level commercial use. (Policy ED-11).

Policy LU-10. Require the incorporation of features in new development projects that support transportation choices.

- Policy LU-11. Promote the use of landscaping that can thrive in urban settings, conserve water, retain desirable trees, and is comprised of native plant materials.
- Policy LU-12. Promote farmers markets and urban agriculture as a way to access healthy, affordable, local foods.
- Policy LU-13. Encourage the development and strategic placement of public art features throughout the city (DTP 9.4)
- Policy LU-14. Encourage public open spaces or community plazas, where appropriate in commercial areas, for the congregation of people.
- Policy LU-15. Allow through appropriate zoning and siting a variety of public and quasi-public uses serving the community, including parks, schools, libraries, churches, community centers, fire and police stations, and other municipal facilities in a well-designed manner that is compatible with surrounding land uses.
- Policy LU-16. Manage and design public utility land uses and structures in a manner that is compatible with nearby uses, using techniques such as buffers, increased setbacks, easements, landscaping and other innovative forms of screening. (LNG 12.0)
- Policy LU-17. Site essential public facilities countywide in coordination with King County, the State and/or other cities and tribes considering environmental and social equity, fair-share burden, and environmental, technical and service area factors to reduce incompatibility with adjacent uses. (LNP 17.4)



Agricultural Use in Covington. Source: Studio Cascade 2015

Policy LU-18. Coordinate planning efforts with State agencies, King County and neighboring cities to address shared areas of interest and concern such as transportation systems and concurrency, regional trails, health and human services, shorelines of the state, surface and groundwater systems, watersheds, and other topics. (Added per VISION 2040/CPP Audit)

Urban Growth and Annexations

- Policy LU-19. Continue to support the expansion of the city's urban growth area in the northern gateway to the city to include land east of 180th Ave SE between SE Wax Road and SR 18. (LNP 1.8)
- Policy LU-20. Annex potential annexation areas assigned to the City within the King County urban growth area into Covington's city limits only after carefully studying the fiscal impacts and planning for the future development of the area. (LNG 2.0, LNP 2.4) (Update per Land Use Element gap analysis)

Public Services and Responsiveness

- Policy LU-21. Ensure timely, thorough, consistent, fair, and predictable project review by allocating adequate resources to the permit review process, minimizing review time.
- Policy LU-22. Promote public involvement in the planning process.
- Policy LU-23. Establish and maintain positive and proactive inter-jurisdictional relationships

with outside service providers, such as water, sewer, gas, electric, fire, schools, phone and cable entities throughout the permitting process.

Downtown

- Policy LU-24. Encourage a variety of development in the Downtown with an emphasis on multistory mixed-use, while allowing existing, major retail components to exist until market conditions support redevelopment; allow limited, regulated and high quality designed large format retail; while minimizing impacts on adjacent residential neighborhoods. (LNP 10.2, DTP 1.2)
- Policy LU-25. Encourage the integration of new office, service, health care, educational and residential uses into the downtown area to support high quality business/retail activities and to increase the vitality of the Downtown.
- Policy LU-26. In the Downtown Mixed-Housing and Office designation, encourage infill development and redevelopment that provides a variety of housing types and professional office uses that may include innovative ideas and designs.
- Policy LU-27. Promote a mix of uses, building forms and public realm improvements within the Town Center consistent with the current version of the Town Center Design Standards and Guidelines.
- Policy LU-28. In the Mixed Commercial area of the Downtown, encourage diverse employment



Downtown Area Commercial and Streetscape. Source: Studio Cascade 2015



Lakepointe Site 2014, Source: Studio Cascade 2015

opportunities, increased walkablity and connectivity to portions of the downtown outside of the Town Center, while encouraging a mix of commercial and multi-story residential uses, with mixed-use buildings, public uses and spaces, compatible food related uses; and still allowing for large format and auto-oriented retail, provided they are designed consistent with the current version of the Town Center Design Standards and Guidelines.

- Policy LU-29. In the General Commercial designation, encourage a complete variety and mix of commercial and office uses, some appropriate low-impact manufacturing and storage, transportation-related and utility facilities and limited residential use that can be buffered to ensure compatibility.
- Policy LU-30. Encourage a development pattern that places buildings near the street and makes surface parking a non-dominant use.
- Policy LU-31. Provide for a sense of approach and entry to the downtown area through the development of key distinctive focal points, such as special architectural, water and/or landscaping features.
- Policy LU-32. Encourage interconnected walkway systems to accommodate areas for landscaping and wide sidewalks that provide the opportunity for appropriate outdoor commercial and civic activities, including seating for food and beverage establishments.

Lakepointe Urban Village Subarea

- Policy LU-33. Encourage a variety of commercial, residential, and recreational development types on the Lakepointe Urban Village.
- Policy LU-34. Encourage a variety of housing types at various densities on the Lakepointe Urban Village to provide housing choices not currently available in one location within Covington.
- Policy LU-35. Ensure that the public realm in the Lakepointe Urban Village provides places for a variety of ages, interests, and experiences and is easily accessible.
- Policy LU-36. Implement design standards for the urban village that facilitate development in the Lakepointe Urban Village Subarea as the northern entrance to Covington.
- Policy LU-37. Ensure that the pond on the Lakepointe
 Urban Village serves as a major public
 amenity with extensive public access and a
 surrounding area with a mix of residential
 and commercial uses that offer a place for
 the community to gather, stroll, dine, shop,
 and live.
- Policy LU-38. Encourage the preservation of a green space buffer, which may include public trails, along the southern border of the Lakepointe Urban Village Subarea, adjacent to existing residential development.
- Policy LU-39. Encourage development of larger public park and greenspace amenities in the Lakepointe Urban Village Subarea that are accessible to all residents and visitors, as opposed to small, fragmented, private park facilities.

ACTION PLAN

The Land Use Element is implemented by related elements, plans, regulations and programs, including:

- Covington's Zoning Code that provides permitted uses, density and dimensional standards, and design guidelines for new development.
- Covington's Comprehensive Plan Housing Element that provides strategies for integrating a diversity of housing types and more affordable housing.
- Covington's Comprehensive Plan Economic Development Element that provides policies and strategies for growing businesses in the community.
- Covington's Parks and Recreation Plan that guides parks, trails, and recreation acquisition and improvements.
- Covington's Transportation Plan that provides motorized and non-motorized plans and promotes coordination of transit with regional providers to serve local residents, workers, and visitors.
- Covington's Natural Environment Element that protects sensitive areas and provides open space that frames and links neighborhoods.

This Element also includes policies promoting new initiatives during the regular eight-year Growth Management Action Comprehensive Plan review cycle. See Exhibit 15.



Exhibit 15. Land Use Action Plan

Implementation Action	Responsibility
Prioritize strategic public and investments in parks, trails, sidewalks, streetscape, gathering spaces, streets and other infrastructure to facilitate the Downtown vision.	Community Development, Parks, and Public Works Departments
Complete a development agreement and associated development and infrastructure standards for the Lakepointe Urban Village.	Community Development Department
Coordinate the Parks, Recreation, and Open Space Plan, Transportation Plan, and Stormwater Plan to provide for a system of green infrastructure, gathering spaces, and non- motorized connections between neighborhoods and schools, parks, and shopping areas.	Community Development, Parks, and Public Works Departments



HOUSING



WHAT YOU WILL FIND IN THIS CHAPTER

- Characteristics of Covington's households, housing stock, and affordability.
- Conditions and trends in housing variety and jobs-housing balance.
- Policy directions to meet
 Covington's housing needs now
 and in the future

PURPOSE

Quality housing is basic to every person's need for shelter and necessary for cohesive communities. Covington residents place a high value on having a safe place to live, a home that is affordable, and located within a neighborhood that is attractive, accessible and connected. This Element describes the community's housing needs and characteristics, key issues and trends, and housing goals and policies that support Covington's values and the Growth Management Act goal for housing:

Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. (RCW 36.70A.020 (4))

WHAT DOES IT MEAN?

Covington is a family-oriented community with a predominance of single family homes, a larger household size, and higher percentage of children than countywide figures. Covington's share of senior citizens is expected to quadruple over the life of the Comprehensive Plan, and opportunities for seniors to age in place, quality apartments and condominiums, assisted living and day health, and other services will be needed. Covington is and will need to be a place for the young and the elderly.

Covington offers a high quality place to live with homes typically affordable for households at moderate and middle incomes. While most households are living in homes affordable to them, about one third of households are cost-burdened. Offering a variety of housing choices affordable to all economic segments would allow Covington's current and next generation to have a place in the community.

Today, Covington's housing pattern is largely single family. Over time, the mixed use nature of the Town Center and the new urban village in the Lakepointe Urban Village Subarea will mean a greater share of housing styles and variety for families and households today and tomorrow.

Residents value Covington because of its location in southeast King County, its housing stock offering relatively affordable homeownership opportunities in the region, and its quality schools. Presently, most residents commute to work in other locations in the region. While continuing to offer a high quality of life in its residential neighborhoods, Covington will also continue its transformation from a bedroom community to a community containing a commercial and employment core, trail and park network, and a variety of housing choices. Covington's projected increase in jobs will not only provide more opportunities for working and shopping in the community it may also improve the community's jobs-housing balance and potentially reduce transportation costs allowing more home and recreation time in Covington. Changes in travel patterns will depend on attracting jobs that match the community's education and offer living wages; some residents may continue choosing to commute.

HOUSING ISSUES AND TRENDS

CONDITIONS AND TRENDS

Covington's housing conditions and needs are summarized in this element with more detailed information available in the Existing Conditions Report. Key conditions and trends include:

- A population with a high proportion of children today that will have a much higher proportion of senior citizens over the next 20 years.
- A community offering homeownership opportunities, but with a third of the community cost-burdened and in need of affordable housing choices.
- A predominant single-family pattern that will offer greater housing variety in the future.
- A commuter-oriented bedroom community that is attracting more jobs and promise of a greater jobshousing balance.



Covington KidsFest

COVINGTON IS A COMMUNITY OF FAMILIES.

Covington has a higher proportion of children and a larger household size than King County. According to American Community Survey (ACS) 2009-2013 estimates:

- Covington has a larger percentage of population under 20 years old (31%) than King County (23.6%).
- Covington has an average household size of 3.02 persons compared to King County at 2.42.



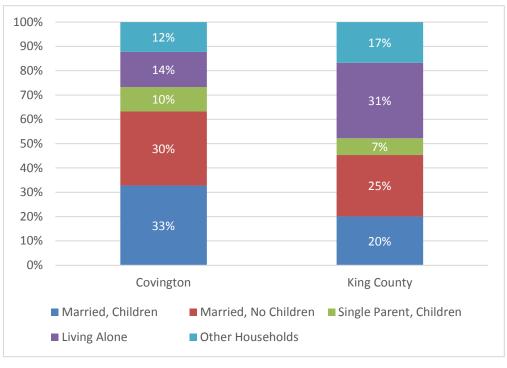


Exhibit 1. Household Composition: 2010

Source: US Census 2010

SENIOR CITIZENS WILL INCREASE IN NUMBER OVER THE 20-YEAR LIFE OF THE COMPRE-HENSIVE PLAN.

- Those in the 45-59 age range make up about 23% of Covington's total population and would become senior citizens during the planning period. This is almost four times the current senior population of around 6%. (2009-2013 ACS 5-Year Estimates)
- Seniors tend to have a greater likelihood of disability. Currently, about 34.5% of adults 65 years and older have a disability, with many having hearing, cognitive, ambulatory, selfcare and independent living difficulty. (2009-2013 ACS data)
- Senior citizens may need alternative forms of housing, such as smaller units with less maintenance responsibilities, universal design features, assisted living units, and supportive services.



Covington's median household income in 2013 is higher (+26%) than King County's area median household income (AMI). Nevertheless, there are some challenges:

- Based on 2012 ACS data, about 35% of Covington's households were cost-burdened or severely cost burdened spending more than 30% or 50% of their incomes on housing and associated utilities respectively and earning less than 80% of the AMI. Nearly half of renter households had a cost burden: 47%. One-third of homeowners have a cost burden: 33%.
- Considering 2013 household incomes and unit rents, there is a gap in the availability of rental units affordable to households in Covington earning 0-80% of the countywide AMI. The gap in 2013 is about 560 dwellings. As of 2015, a mixed use housing proposal the Town Center is under construction that will offer 200 affordable family housing units and 156 senior units, helping to fill the current gap.

HOUSING VARIETY IS EXPECTED TO INCREASE.

Covington's attractive and affordable housing inventory is an important component of the city's healthy and thriving environment. Still, Covington has recognized that it needs – and there is an unmet demand for – more diversity in housing types. Covington's share of single family homes is about 94% but is expected to transform to be 75% single family through a greater share of attached housing in mixed use developments in the Town Center and Lakepointe Urban Village

KEY TERMS

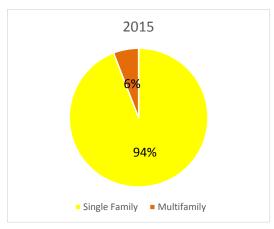
► Housing cost burden is defined according to the HUD CHAS data definition as: Cost burden is when monthly housing costs (including utilities) exceed 30% of monthly income. Please see http://www.huduser.org/portal/datasets/cp/CHAS/bg_chas.html

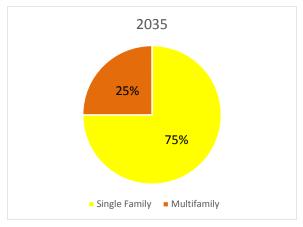


Senior Mentor at Kent School District



Exhibit 2. Current and Future Share of Single Family and Multifamily Housing





Source: Washington State Office of Financial Management, 2015; BERK Consulting 2012 and 2015.

JOBS-HOUSING BALANCE IS EXPECTED TO IMPROVE OVER THE NEXT 20 YEARS.

While the traditional measure of housing cost burden looks at the cost of housing alone, transportation costs can also be factored in to housing affordability. Transportation costs are usually a household's second largest expense, making location an important part of the affordability equation.

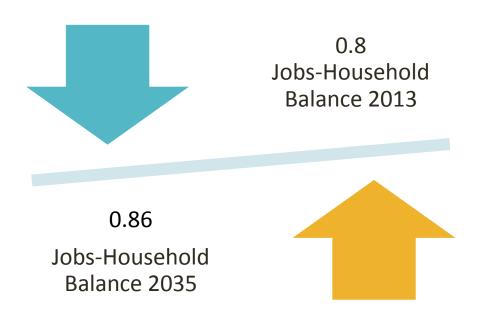
- As of 2013, Covington has a higher percentage (78%) of workers over 16 years old who travel to work via car, truck or van alone compared to King County overall (65%).
- According to the Center for Neighborhood Technology's H+T index, Covington households on average spend about 56% of their income on housing and transportation costs combined. This is slightly more than King County households overall, which on average spend 51%.

Exhibit 3. Housing + Transportation Costs as Percent of Income

	Covington	King County
Housing	35%	33%
Transportation	21%	18%
Housing + Transportation	56%	51%

Source: Center for Neighborhood Technology, H+T Affordability Index, 2015.

Currently, Covington has fewer jobs than households at a ratio of 0.80, but with the projected market demand for commercial and residential uses the ratio is projected to be closer to a balance at 0.86; the true balance would be determined by the type of jobs and wages the marketplace offers. Continued service and retail job growth would be beneficial for the community's tax base but generally offer lower-wage jobs. The Economic Development Element identifies some areas of focus such as regional businesses and professional services, including healthcare and educational institutions could offer family wage jobs. This may allow for less vehicle miles travelled with jobs and services more available to Covington residents. A greater jobs-housing balance could also help reduce the share of household expenses for transportation.





A,449 20-Year Market Demand: 2012 Growth Targets: 2012-2035 1,542 0 2,000 4,000 6,000

Source: Berk Consulting 2015

CHALLENGES AND OPPORTUNITIES

Planning for growth that is expected to surpass growth targets

Covington has traditionally offered neighborhoods with stand-alone single-family residences, and a challenge and opportunity is to encourage development of a wider variety of housing types for different economic levels. With City investments in planning and local service providers investing in necessary infrastructure and requiring mixeduse development in the Town Center the City of Covington is already seeing market interest through permit applications. Future development of a mix of housing types is expected to be developed within the Lakepointe Urban Village Subarea within the next 15 years.

The City has also built in flexibility in housing choice in existing single family neighborhoods by allowing accessory dwelling units, though little permit activity has occurred.

The City will continue to attract more family wage jobs as it becomes a medical services hub for southeast King County, but many of Covington's existing jobs are retail and service oriented with lower wages. For an improved jobs-housing balance the projected new jobs will need to include family wage jobs better suited Covington's well-educated households.

Covington has a higher percentage (78%) of workers over 16 years old who travel to work via car, truck or van alone compared to King County overall (65%). Covington has a lower percentage of workers who use public transportation (4%) compared to King County overall (11%). Because Covington does not have a lot of transit options, the City could create mixed use activity centers in the Town Center and an urban village on the Lakepointe Urban

Village. This is anticipated to reduce the length of car trips and support alternative mode use such as walking/biking to these activity centers.

While King County has a large percentage of households living alone at 31%, Covington has only 14%. It may be that young Covington residents move away from the City and potentially return as married householders seeking homes in proximity to quality schools and recreation areas. By attracting more family wage jobs the City could retain more young households to stay in Covington.

OUR HOUSING PLAN

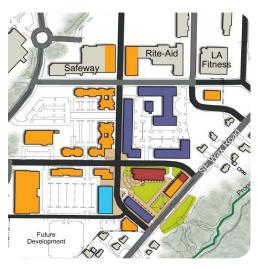
Covington's plan for housing is to create opportunities for new residences that meet the needs of Covington's people, preserve and enhance existing neighborhoods, facilitate a healthy and thriving environment that promotes individual well-being with design that encourages active living.

INVEST IN RESIDENTIAL NEIGHBORHOODS.

Covington seeks to protect the character of its vibrant residential neighborhoods through an investment in amenities such as parks and multimodal transportation facilities, and quality maintenance of infrastructure such as stormwater and streets.

PROMOTE HOUSING VARIETY IN TOWN CENTER AND LAKEPOINTE URBAN VILLAGE.

Covington will continue to implement its vision for the Town Center and Lakepointe Urban Village that promote compact, affordable, and well-designed mixed use development with public spaces and that create vibrant centers and neighborhoods.



Town Center Mixed Use, Source: Panattoni 2015



Covington adopted design standards to ensure new, higher-intensity housing looks good and is compatible with its surroundings.

PROMOTE EXCELLENCE IN DESIGN AND COMPATIBILITY IN NEW HIGHER DENSITY HOUSING AND MIXED USE DEVELOPMENT.

Covington has implemented design standards and guidelines for townhouses, condominiums, apartments and mixed-use development, reflecting the community's wish for higher intensity development to be constructed of high quality material and design. Covington's existing neighborhoods and households have invested time and money into their homes, and they want to see their property values maintained. There is community support for housing all of the community's economic segments; this is coupled with community support for high quality design to assure that new developed at higher densities maintains or enhances the value and connection with nearby residential areas.

PROMOTE EXPANDED TRANSPORTATION ACCESS AND ECONOMIC PROSPERITY.

Implementation of the City's Housing Element should be accomplished in tandem with the Economic Development and Transportation Elements to improve the City's jobshousing balance, offer mobility options, and reduce combined housing and transportation costs.

OFFER EFFECTIVE HUMAN SERVICES THROUGH PARTNERSHIPS.

Covington's Human Services department is active in implementing a series of grant and assistance programs to improve living conditions in the community's lower-income housing units. The Human Services Master Plan outlines the department's priorities and programs. The City of Covington currently provides grant funding to sixteen agencies for twenty-one different programs.

Services provided include emergency assistance for food, shelter, utility bills, health care, victim assistance, counseling and transportation, and a sampling of programs is listed below:

- Access to basic needs such as food, clothing, and housing. An example program includes the joint home repair program with Covington, Des Moines, SeaTac and Tukwila, providing free grant money for the cost of minor home repairs. Another program includes the Auburn Youth Resources (AYR) Street Outreach Team providing mobile street outreach services to Covington and Maple Valley.
- Safety for children and adults through domestic violence services and safe housing options as well as crime prevention programs. For example, when emergency and transitional shelters for victims of domestic violence are full the Covington Domestic Violence Task Force has been able to bridge this gap by providing critical motel vouchers to the victims. They have also partnered with Project U(th) to provide teen dating violence prevention in the Covington and Kent junior and senior high schools.
- Access to affordable health and dental care, substance abuse treatment, and suicide prevention. The City of Covington human services funding has supported a number of agencies to provide health and dental care for low to moderate-income residents.
- Youth and recreation activities available to all income levels. The City has provided funding to agencies (for mentoring, education, recreation programs and more. The City has expanded its recreation offerings and is planning for a connected trail and park system.

Covington's Human Services program is unique for a community of Covington's size, demonstrating the community's commitment to providing safe, affordable,



Family Recreation

VISION CONNECTION

Fostering housing variety and affordability will help meet citywide goals to maintain and create City neighborhoods that offer a variety of housing options that are diverse, safe, accessible, and well-designed and develop the Town Center as a vibrant human scale mixed use residential and commercial activity center with public gathering spaces,. Housing with supportive human services respects the dignity of our people as they seek to live, work, learn, shop and play in Covington.

and suitable housing for its residents. Covington's continued effort to partner with and support local and regional housing organizations is necessary to provide safe and affordable housing for all of the City's economic segments, and this plan underscores and supports the City's work to build and maintain these effective housing partnerships.

CREATE SUSTAINABLE ENVIRONMENTS THAT PROMOTE ACTIVE LIVING.

Ensuring that dwellings have onsite open space or are in proximity to public parks and trails, and promoting an interconnected street system would promote use of walking and biking, less vehicle miles travelled, more green space and pervious area, and other features beneficial for personal health, and water and air quality.

GOALS & POLICIES

HOUSING GOALS

- Goal HO-I. Covington fosters livable neighborhoods with green space and recreation opportunities, multi-modal connections between and within neighborhoods and commercial areas, and access to healthy, local food and services.
- Goal HO-II. Covington encourages the preservation, maintenance, and improvement of the city's existing neighborhoods.
- Goal HO-III. Covington assures that the full range of incomes and special needs populations are provided with sufficient, appropriate, accessible and affordable housing and services.

Goal HO-IV. Covington participates in a coordinated and regional response to providing affordable housing, based on local understanding of Covington's housing needs, issues and strategies (HGG 7.0, HGG 8.0) and high quality urban design.

HOUSING POLICIES

Healthy Community

- Policy HO-1.Maintain future land use designations that accommodate Covington's regionally determined housing growth target and support regional objectives for walkability, housing diversity, affordability, job-housing balance and flexibility.
 - A. Work in partnership with King County and other cities to meet the countywide need for very low-, low-, and moderate-income households. (CPP Consistency)
 - B. Promote individual and collective action by Covington, King County, other cities, and the state and federal government to provide housing affordable to very low-income households (30% AMI), where the greatest need exists. (CPP Consistency)
 - C. Provide for higher density housing in proximity to multimodal transportation options and job centers. (CPP Consistency)
 - D. Promote social connections and access between neighborhoods and to parks, recreation, and educational opportunities, as well as healthy food choices through the design of residential environments (e.g. adding trails, sidewalks, allowing community gardens, , and the incorporation of



Covington Neighborhood Source: Studio Cascade, 2014



Parks in proximity to neighborhoods for active living Source: Studio Cascade. 2014



Walking to shopping and services. Source: Studio Cascade 2014

landscaping and other features).(Framework Policies)

- Policy HO-2. Allow for a variety of housing types, densities and lot sizes, including mixed use development, small and large lot single family development, manufactured housing, accessory dwelling units, townhomes, duplexes, apartment and condominiums.
 - A. Encourage mixed use developments with apartments and condominiums in the Town Center and Lakepointe Urban Village subareas. Promote market rate, affordable, and special needs housing with quality gathering space, transit, pedestrian, bicycle, and other amenities to meet community needs. (CPP Consistency)
 - B. Promote a range of lot sizes in residential land use designations implemented by associated zones. (Provides context for policy above.)
 - C. Allow accessory dwelling units in single family areas to support compatible affordable housing that benefits homeowners and tenants. (Provides context for policy above.)
 - D. Allow for designated manufactured homes on single family lots. (2004 Law)
 - E. Conditionally allow new mobile home / manufactured home parks. (Match code)
 - F. Allow housing that provides quality homeownership and rental options such as cottages and townhomes. (Provides context for policy above.)

Policy HO-3. Ensure that community and public services, including, but not limited to, fire, emergency

- medical services, police, library facilities, healthcare, educational facilities, shopping, childcare, healthy food sources, and recycling services, are easily accessible to Covington's residents. (HGP 1.1)
- Policy HO-4. Support the development of senior housing and long-term care/assisted living facilities in the Downtown and other areas in combination with or in close proximity to commercial uses. (HGP 1.5)
- Policy HO-5. Ensure development regulations allow for and have suitable provisions to accommodate housing opportunities for all economic segments and special needs populations in Covington. When developing new regulations or amendments, consider the cost of city regulations and rates together with noncity utility provider costs and rates on the affordability of housing in the community. (Related to PC Comments in January 2014 regarding utility costs)
- Policy HO-6. Promote energy-efficient housing and the use of renewable energy.
- Policy HO-7. Encourage innovative and environmentally sustainable development and universal design techniques.
- Policy HO-8. Promote infill and redevelopment designed to be compatible with existing neighborhoods while creating new housing opportunities.
- Policy HO-9. Maintain a strong code enforcement program service capacity and infrastructure.
 - A. Coordinate with all public service providers to ensure services can support Covington's planned growth and shifts in demand while



Residential Street and Landscaping Source: Studio Cascade 2014



Traffic in Covington Source: Studio Cascade 2014



Shiloh Condominiums, Housing Variety Source: Google Earth, 2015

maintaining acceptable levels of service.

B. Implement City transportation level of service standards, concurrency, and impact fee requirements to support future land development. Coordinate with the Washington State Department of Transportation and adjacent jurisdictions to manage transportation demand and facilitate improvements. (Address Planning Commission comments January 2015 meeting)

Housing Affordability, Choice & Preservation

Policy HO-10. Support both rental and ownership forms of affordable housing, in a variety of locations, types, and sizes.

- Policy HO-11. Support affordable housing throughout the city for all economic segments and special needs populations, especially in areas with good access to transit, employment, healthcare, education and shopping.
- Policy HO-12. In partnership with service providers, implement the City's Human Services Master Plan to promote stable housing outcomes, including, but not limited to:
 - A. Homeless individuals and families will have access to transitional housing and emergency shelter.
 - B. Provider agencies are financially supported as resources for emergency assistance to pay rent, mortgage, or utility bills.
 - C. Families or individuals have access to affordable housing including low-and moderate income.
 - D. Life skills guidance and education are provided

- for long-term sustainability.
- E. Provider agencies are financially supported as resources to the elderly and the disabled to sustain independent living.
- F. Families have access to domestic violence services and safe housing options.
- G. Veterans have access to housing assistance services.
- Policy HO-13. Promote educational and outreach efforts regarding preservation, improvements, maintenance and rehabilitation of existing residential structures. (HGP 3.2) Support non-profit organizations involved in housing repair and rehabilitation through the Human Services Program. (HGP 3.3)
- Policy HO-14. Support housing options, programs and services that allow seniors and people with disabilities to stay in their homes or neighborhood as their housing needs change, such as encouraging universal design or retrofitting homes for lifetime use.
- Policy HO-15. Provide incentives and work in partnership with non-profit and private developers to build affordable housing.
- Policy HO-16. Coordinate with public and private lending institutions to find solutions that reduce housing financing costs for both builders and consumers.
- Policy HO-17. Promote equal and fair access to housing through application of federal and state fair housing laws. (CPP Consistency)

Regional Partnerships & Education

- Policy HO-18. Promote education and guidance of low and moderate-income households on financing assistance, home purchasing techniques, and assistance in locating affordable rentals. (HGP 7.1)
- Policy HO-19. Participate in local and regional resource, education, and lobbying programs regarding housing data, housing programs, design alternatives, and funding sources. (HGP 7.2)
- Policy HO-20. Participate in educational campaigns in the community that support low-income and special needs housing. (HGP 7.3)
- Policy HO-21. Participate in the development of countywide resources, funding, and programs to assist low and moderate-income households in obtaining affordable and appropriate housing. (HGP 8.2)
- Policy HO-22. Work cooperatively with regional and federal programs and with private and nonprofit developers and social and health service agencies to address local housing needs. (HGP 8.4)
- Policy HO-23. Use housing and community development block grant funds in order to provide housing opportunities for low and moderate-income households. (HGP 8.5)
- Policy HO-24. Work with affordable housing providers on the acquisition and rehabilitation of housing for longoterm affordability. (CPP Consistency)
- Policy HO-25. Monitor housing supply, affordability, and diversity as part of Comprehensive Plan Updates and at the time of the Buildable Lands Report.

 Consider adaptive management measures and removal of identified barriers to meet the jurisdiction's share of the countywide need. (CPP Consistency)

ACTION PLAN

The Housing Element is implemented by related elements in this Comprehensive Plan as well as regulations in the Covington Municipal Code and programs, including:

- Covington's Comprehensive Land Use Element and Zoning Code and the adopted Town Center Design Standards and Guidelines and the Lakepointe Urban Village Subarea Plan that provide for capacity and variety in housing,
- The Human Services Master Plan that provides direction on how the City's resources should be targeted to help Covington's family secure housing, food, and other basic needs.
- Covington's Parks and Recreation Element and Transportation Element that provides non-motorized pedestrian, bicycle, trail, parks and recreation improvements to promote a healthy and active community.

Exhibit 4. Housing Action Plan

Implementating Action	Responsibility
Monitor housing supply, affordability, and diversity as part of	Community Development Department
Comprehensive Plan Updates and at the time of the an-nual OFM	
building permits report, Multifamily Tax Exemp-tion annual	
reporting to the State Department of Com-merce, and the King	
County Buildable Lands Report. Adapt plans and codes as needed to	
meet the local housing need and share of the countywide need.	
Consider updates to zoning and design standards to imple-ment	Community Development Department
principles of universal design, environmental sustain-ability and	
site design to encourage active living.	



TRANSPORTATION

WHAT YOU WILL FIND IN THIS CHAPTER

This transportation element provides policy guidance on the movement of people and goods within Covington's planning area. This chapter includes:

- ► A description of Covington's existing multimodal transportation facilities, including those that serve pedestrian, bicycle, transit, freight and automobile traffic;
- ► A description of Covington's existing transportation conditions and issues as well as transportation conditions expected to result from Covington's planned future land use;
- ► Planned projects and strategies identified to support existing and future transportation needs;
- ► Goals, policies and implementation actions that reflect Covington's transportation vision and priorities, and build on statewide, regional and local planning processes; and
- A transportation financing plan that reflects the community's decisionmaking and budgeting priorities.



PURPOSE

The transportation element includes policy direction to guide local, regional and state action on design and investment in the transportation system for the safe, efficient, appropriate and sustainable movement of people and goods within and through Covington.





Example Road with Shoulder and Ditch System Source: Studio Cascade 2014

TRANSPORTATION ISSUES AND TRENDS

WHAT DOES IT MEAN?

The majority of travel in Covington occurs by automobile but residents and employees also walk, bike, telecommute and use the public transit service that is available in the city. Arterial streets also support freight movement to and through Covington. Improvements to the transportation system needed to support future growth include connecting gaps in the pedestrian and bicycle networks, improving existing facilities to further encourage walking and biking, and providing targeted street improvements to support vehicle and non-motorized travel, and to improve safety for all users. However, it is also recognized that as Covington grows, some vehicle congestion will be tolerated along streets that have been built to their ultimate planned capacity. The City's Future Land Use Map in the Land Use Element identifies areas of higher density mixed-use growth, which further encourages walking and biking, and supports potential improvements to transit service in the future.

The City seeks to provide a multimodal transportation network within a balanced financial strategy, improving travel choices and the travel experience for all community members.

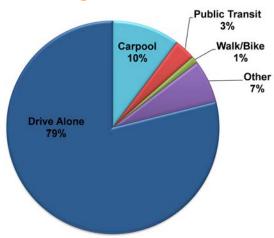
CONDITIONS AND TRENDS

Current Travel Characteristics

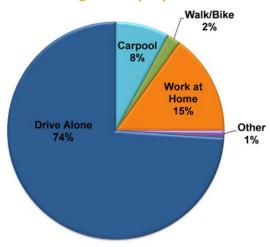
Exhibit 1 shows the ways people who live and work in Covington typically travel. The majority occurs by automobile, but residents and employees also walk, bike, telecommute and use the public transit service that is available in the city.

Exhibit 1. Existing Travel Choices in Covington

Covington Residents



Covington Employees



Puget Sound Regional Council (PSRC), 2014, Journey-to-Work Data from 2010 Census, Transportation Analysis Zones 462, 464 and 481.

Traffic Congestion
Source: Pending

Current Transportation System

Covington's transportation system connects homes, businesses, services and recreational facilities within and beyond the city. It is a layered multimodal network that includes highways and streets, walkways, bicycle facilities and bus service.

State Highways

Regional access to and from Covington is provided by State Route 18 (SR 18), which has existing full access interchanges at SE 256th Street and at SE 272nd Street (SR 516). SR 18 is designated as a Highway of Statewide Significance, which are those highways and other transportation facilities needed to promote and maintain significant statewide travel and economic linkages in Washington State; the legislation emphasizes that these significant facilities should be planned from a statewide perspective, and they are not subject to local city standards. Planning for Highways of Statewide Significance is led by the Washington State Department of Transportation (WSDOT).

SR 516 (also known by SE 272nd Street and Kent-Kangley Road within the city) serves as the primary east-west roadway through Covington. It provides direct connection between Covington and the City of Kent to the west, and the City of Maple Valley to the east. Currently, it is five lanes wide to the west of Jenkins Creek. To the east of Jenkins Creek, it is primarily three lanes wide (one travel lane in each direction plus a center left-turn lane), but the City has future plans to widen the street between Jenkins Creek and the east city limits to five lanes. SR 516 is a Highway of Regional Significance, which applies to all state highways that are not designated as Highways of

Regional Significance, and as such, it is subject to local City standards. However, the City still coordinates closely with WSDOT on future planning for SR 516.

City Streets

The different types of streets that serve different mobility and access functions are reflected through the Federal Functional Classifications. Covington streets are classified as Freeway, Principal Arterial, Minor Arterial, Major Collector, Minor Collector and Local Access. These functions are further described in the Existing Conditions Report.

The City has also identified four downtown street typeslabeled Type I, II, III or IV, and described in the Existing Conditions Report-that primarily reflect different nonmotorized and transit mobility goals. The downtown street types are not correlated with functional classificationsthey have been identified for a mix of arterial, collector and local streets, and overlay the functional classifications. These functions are further described in the Existing Conditions Report. The Existing Conditions Report also shows that Covington streets are currently all operating within the City's level of service standards for city streets, as defined in Policy TR-2.

The existing Covington street system with functional classifications is shown on Exhibit 2, and the designated Downtown street types are shown on Exhibit 3.



Example Road and Landscaping Treatment Source: Pending

Exhibit 2. Covington Street System and Functional Classifications

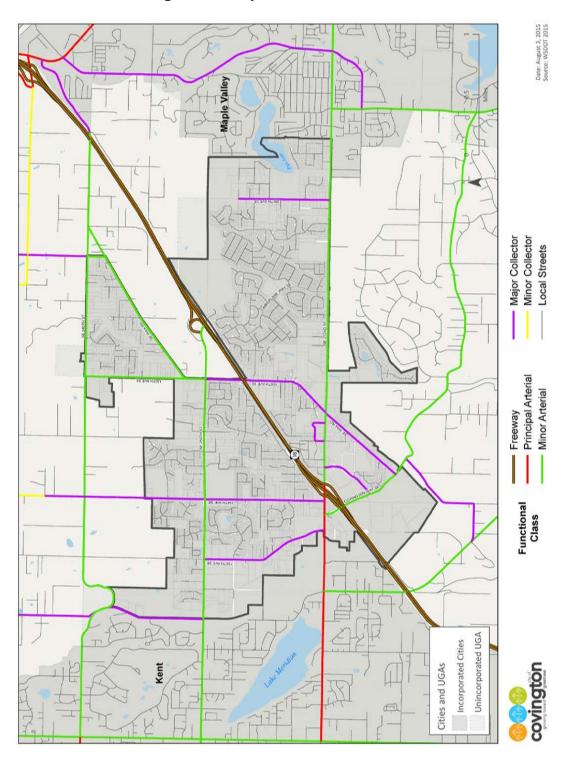
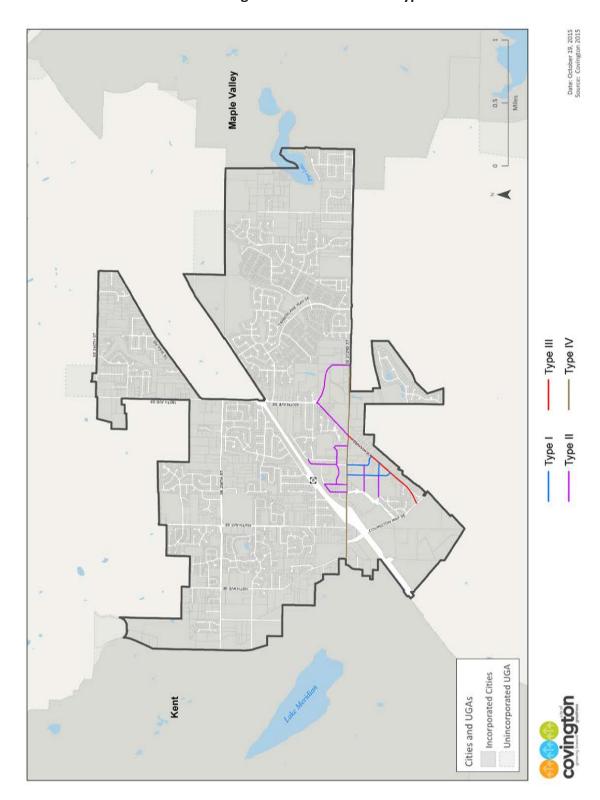


Exhibit 3. Covington Downtown Street Types







Complete Street Example Source: Pending

Bicyclist Source: Studio Cascade 2014

Walkway and Bikeway System

Covington's major existing and planned facilities to support pedestrian and bicycle travel are shown on Exhibit 4.

Sidewalks are an integral part of the City's active transportation system because walking provides opportunity to be physically active, and also helps reduce road congestion by providing an alternative to driving a vehicle. Walkways within Covington include sidewalks, roadway shoulders and off-road trails. Those facilities are typically more concentrated in areas with high pedestrian activity, such as the downtown area, commercial and business centers, schools, and other public facilities.

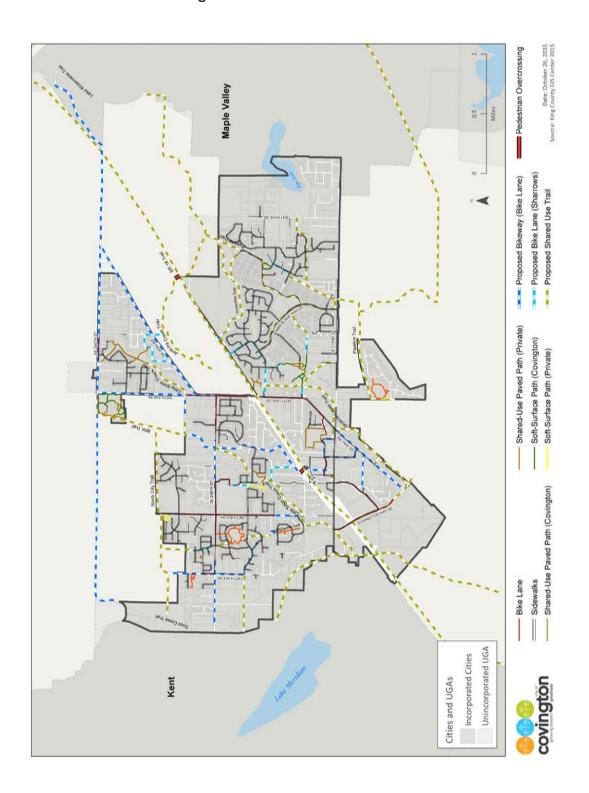
Bikeways are also an integral part of the City's active transportation system because biking provides opportunity to be physically active, and provides an alternative to driving a vehicle. Bicycle facilities within Covington include off-road trails, bicycle lanes and shared use lanes.

Bicycle lanes are dedicated lanes within the street that are reserved solely for bicyclists and distinguished through the use of pavement markings. Bicycle lanes may be located adjacent to the curbs or parking lanes.

Shared use lanes, or "sharrows," are commonly used on higher volume streets to indicate where on the roadway a cyclist should ride, and also to remind motorists to share the lane with bicycles when present. Sharrows consist of a street striping treatment, with chevron arrows and a bicycle symbol placed on the outside portion of the travel lane. However, even if sharrows are not present, motorists and cyclists are required to share the street.

Trails are physically separated from vehicular traffic, and are shared by pedestrians, bicyclists, and other non-motorized users.

Exhibit 4. Existing and Planned Non-Motorized Facilities





CAPTION

Transit

Bus service in Covington is provided by King County Metro (Metro) Routes 159 and 168.

- Metro Route 159 provides weekday commuter service, with five buses that travel from Covington to Kent and downtown Seattle in the morning, and four buses that travel back to Covington from downtown Seattle and Kent in the evening.
- Metro Route 168 provides daily local bus service between Maple Valley, Covington and Kent. Buses operate at about 30-minute headways (time between buses) during weekdays and 60-minute headways after 7:00pm during evenings and on weekends. This route stops at Kent Station, where riders can transfer to or from the Sound Transit Sounder commuter train or buses that serve other regional destinations.

Covington is not part of the Central Puget Sound Regional Transit Authority (Sound Transit) and therefore is not directly served by services provided by Sound Transit (i.e. express bus, commuter rail or light rail).

Freight Mobility

SR 18 carries more than 10 million tons of freight per year, and is thus designated by the Washington State Department of Transportation (WSDOT) as a T-1 freight corridor. SE 272nd Street (SR 516) carries between 4 and 10 million tons of freight per year, and is designated as a T-2 freight corridor. All T-1 and T-2 corridors are included in the Washington State Freight and Goods Transportation System (FGTS) network. The FGTS is used to support statewide freight planning, to establish funding eligibility for freight improvements, and to plan for pavement needs and upgrades.

CAPTION

No other streets in Covington are included in the FGTS network, but the following streets are categorized as T-3 freight corridors, meaning that they carry between 300 thousand and 4 million tons of freight per year.

- SE 256th Street
- Covington Way SE (between 168th Street SE and SE 272nd Street)
- 168th Place SE (between Covington Way SE and SE 272nd Street)
- 164th Avenue SE
- 180th Avenue SE
- SE Wax Road

These streets are all classified as arterials or major collectors, except for 168th Place SE which has been identified by the City to be upgraded to a major collector. In general, City design standards for arterials and collectors support freight movement by accommodating large vehicles and higher traffic volumes.





Example Commute Traffic Source: Studio Cascade 2014

CHALLENGES AND OPPORTUNITIES

Updating street classifications to reflect their existing and intended future functions

The functional classifications of city streets are an important component of long range transportation planning because they reflect the mix of property access and traveler mobility that each street is intended to serve, and help determine the appropriate mix of facilities (e.g. vehicle lanes, walkway, bikeways, and/or buffer areas) that should be included on each street, based on the available space. Additionally, designating a street with the appropriate functional classification is critical when seeking federal or state grant funding for potential improvements.

Over time, shifts in land use and traffic patterns may cause the function of a street to change. Thus, it is important to periodically review the functions city streets serve, and evaluate whether any changes in classification are warranted. Guidelines set forth by the Federal Highway Administration (FHWA) and WSDOT were applied to identify appropriate updates to the federal functional classifications of city streets; considerations include existing and projected future traffic volumes, characteristics of surrounding land uses and the balance between mobility and access the street provides, overall spacing of arterials and collectors within the city, and the proportions of each classification within the street system. Recommended updates to street classifications are summarized in the Existing Conditions Report and illustrated in the Transportation Plan section of this element.

Identifying locations where walkway and bikeway improvements are needed to support existing and future land use

It can be a challenge for a single street to meet the demands and expectations of all modes of transportation at any given time. It also may not be desirable from a user or a planning perspective to have all modes travel on every street. In response to this challenge, the City has adopted a layered network approach that focuses on how the City's transportation network can function as a system to meet the needs of all users. Unlike roadway standards that are capacity-based, the City has established level of service standards for pedestrian and bicycle facilities that recognize the primary objective of providing a complete non-motorized network that allows people to safely walk or bike between destinations in Covington, providing separation from vehicle traffic where needed. This can be achieved by providing separate vehicle and non-motorized facilities along a street where space allows, but it may also be achieved by identifying alternate routes for pedestrians or bicyclists that are parallel to corridors with high vehicle volumes. The City also recognizes that on many lowvolume and low-speed local access streets, vehicular and non-motorized traffic may safely share the roadway.

Exhibit 5 shows the medium and high priority walkway needs, and Exhibit 6 shows the medium and high priority bike facility needs, based upon the City's walkway and bike facility level of service standards defined under Policy TR-2.

Exhibit 5. High and Medium Priority Walkway Needs

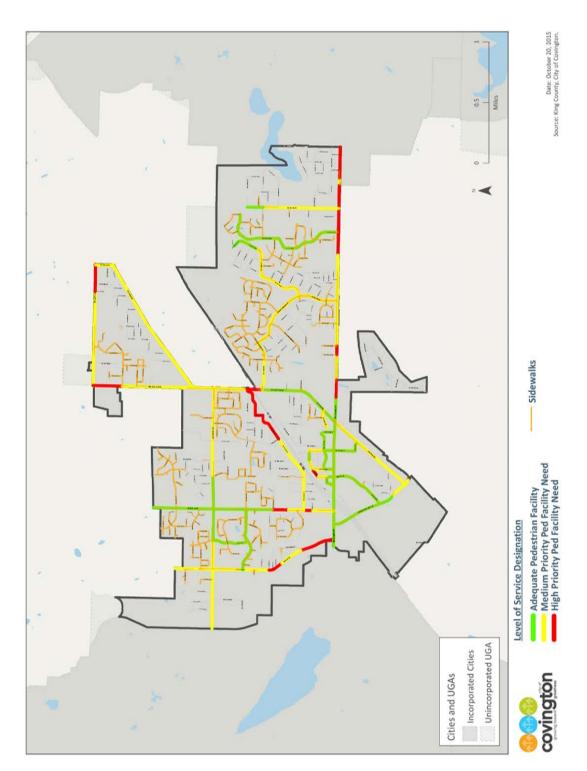
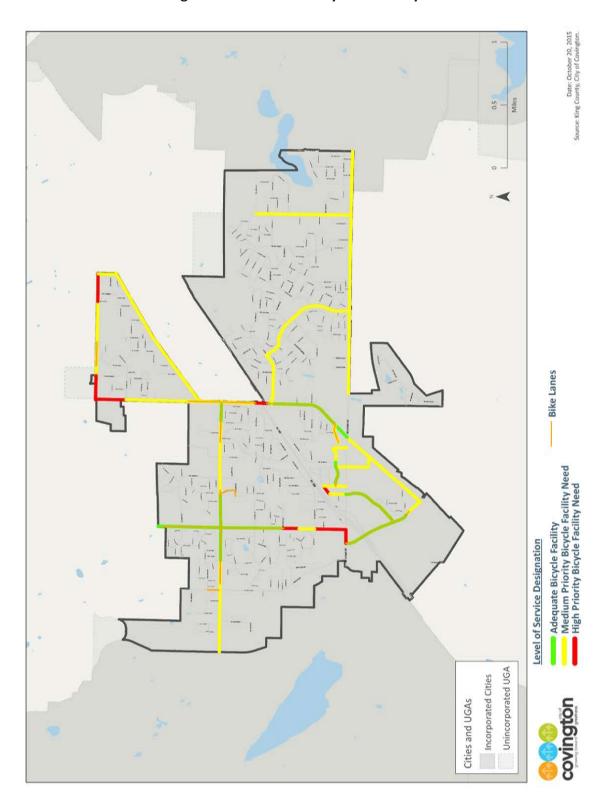


Exhibit 6. High and Medium Priority Bike Facility Needs







Complete Street Example Source: Pending

Identifying locations where street improvements are needed to support future land use growth

Under the Washington State Growth Management Act (GMA), concurrency is the requirement that adequate infrastructure be planned and financed to support the City's adopted future land use plan. Level of service (LOS) standards are used to evaluate the roadway impacts of long-term development growth. In order to monitor concurrency, Covington has defined level of service standards for city streets under Policy TR-2 that reflect the acceptable level of vehicular operating conditions. If a street's operation is worse than the City's adopted standard, a deficiency is identified.

The City has developed a travel demand forecasting model to analyze future travel demand and traffic patterns that would result from buildout of the Future Land Use Map in the Land Use Element. Projections were completed for the long-range planning year of 2035, taking into account additional traffic resulting from regional development growth. Analysis was completed for traffic conditions during the weekday PM peak hour, which is the hour in which the highest level of traffic typically occurs and is the time period in which concurrency assessment is based.

Exhibit 7 summarizes projected 2035 conditions with buildout of the Future Land Use Map at the City's concurrency intersections, as defined under Policy TR-2. The analysis reflects completion of the City's planned improvements to SE 272nd Street (SR 516), which will

complete the widening to its City-designated ultimate capacity of five lanes-plus-sidewalks along its entire length within Covington. It also reflects completion of other projects identified in the City's 2016 to 2021 Transportation Improvement Program (TIP), including:

- Capacity and sidewalk improvements at SE 256th Street/180th Avenue SE, including installation of a southbound right-turn lane.
- Signalization of the intersection of SE 272nd Street/204th
 Avenue SE, which is required mitigation with redevelopment of the Hawk Property Subarea.
- The following four concurrency intersections are projected to exceed their standard of LOS D by 2035; all are projected to operate at LOS E.
- (2) SE 240th Street/196th Avenue SE (currently all-way-stop controlled)
- (5) SE Wax Road/180th Avenue SE (currently all-way-stop controlled)
- (11) SE 256th Street/180th Avenue SE (currently signal controlled). It is noted that this already reflects the improvement identified in the 2016 to 2021 TIP, but the projected average delay under 2035 buildout conditions exceeds the LOS D threshold by about 5 seconds.
- (40) Covington Way/SE Wax Road (currently signal controlled)

There are also several intersections located along SE 272nd Street (SR 516) that are projected to operate at LOS E or LOS F in 2035; however, with the street improved to ultimate capacity, City standards allow traffic operation at these levels.

Exhibit 7. 2035 Level of Service at City Concurrency Intersections – PM Peak Hour

ID	Intersection	Standard	LOS¹	Delay ²
	Signalized			
4	SE 251 st St/164 th Ave SE	D	Α	8.2
7	SE 256 th St/156 th Ave SE	D	В	16.5
9	SE 256 th St/168 th PI SE	D	Α	8.7
11	SE 256 th St/180 th Ave SE	D	E	59.6
14	SE 262 nd St/180 th Ave SE	D	В	15.5
21	SE 272 nd St (SR 516)/Covington Way	UC ³	F	>100
22	SE 272 nd St (SR 516)/164 th Ave SE	UC ³	F	82.4
23	SE 272 nd St (SR 516)/Westbound SR 18 Ramps	UC ³	E	60.5
24	SE 272 nd St (SR 516)/Eastbound SR 18 Ramps	UC ³	D	40.4
26	SE 272 nd St (SR 516)/168 th Ave SE	UC ³	F	85.4
29	SE 272 nd St (SR 516)/172 nd Ave SE	UC ³	F	91.4
32	SE 272 nd St (SR 516)/SE Wax Rd	UC ³	F	83.2
34	SE 272 nd St (SR 516)/192 nd Ave SE	UC ³	В	13.3
36	SE 272 nd St (SR 516)/204 th Ave SE	UC ³	D	55.0
40	Covington Way/SE Wax Rd	D	E	71.8
43	SE 270 th PI/SE Wax Rd	D	Α	8.8
57	SE 272 nd St (SR 516)/185 th Ave SE	UC ³	С	32.9
59	165 th PI SE/Covington Way	D	D	50.5
233	Kenmore High School Dwy/164 th Ave SE	D	Α	6.5
	Roundabout			
8	SE 256 th St/164 th Ave SE	D	D	51.0
17	SE 267 th Place/SE Wax Rd/180 th Ave SE	D	Α	7.7
44	SE 270 th Place/172 nd Ave SE	D	Α	6.0
	All-Way-Stop Control			
2	SE 240 th St/196 th Ave SE	D	E	38.8
5	SE Wax Rd/180 th Ave SE	D	E	37.0
15	SE Timberlane Boulevard/Timberlane Way SE	D	Α	8.9
19	SE 267 th St/Timberlane Way SE	D	Α	9.6

LOS = Level of Service
 Delay = Average delay for all vehicles through the intersection in seconds per vehicle
 UC = Ultimate Capacity provided on SE 272nd Street (SR 516); operation worse than LOS D acceptable.

Identifying locations where transit improvements are needed to support existing and future land use

As a relatively small community that is not designated by the Puget Sound Regional Council (PSRC) as an urban or regional center, Covington has not been a regional priority for improved transit service. While the City enjoys proximity to the Auburn and Kent Sounder Stations, direct transit connections are limited to two bus routes that serve Covington and Kent Station. Extending rail transit service into Covington is also unlikely in the near term, as the City is not a part of the Central Puget Sound Regional Transit Improvement District (Sound Transit).

Recent efforts related to the Town Center element of the Downtown Plan, Hawk Property Subarea Plan and the Downtown Design Standards and Guidelines plan for development patterns that would support additional transit service. . The concentration of uses in the Downtown and pedestrian connectivity of the Town Center create a place where transit options, such as Metro's bus, Bus Rapid Transit (BRT) and potentially a rail connector to Sound Transit's regional system could succeed in providing more frequent service and transportation choices to the community for both local and regional travel. Planned new development in the Hawk Property Subarea will consist of higher density mixed residential and commercial uses, and the site is being designed to accommodate a park-and ride lot.

Although transit service is not under the City's control, Exhibit 8 shows the existing bus routes within Covington, and identifies where a need for future transit improvements are anticipated based on the transit level of service standards defined under Policy TR-2. The City has identified the following future potential improvements to transit:

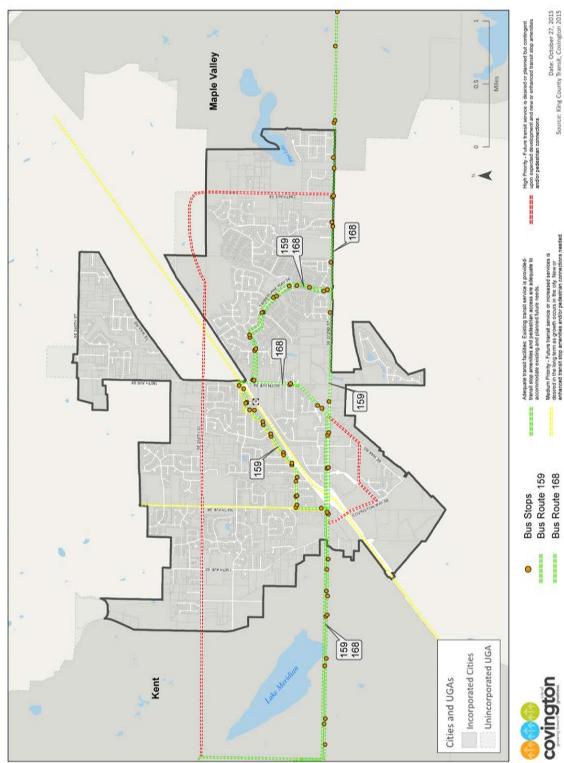
High Priority

- A new transit route is desired to support planned development in the Town Center area, as documented in the Downtown Plan, which includes mixed residential and commercial uses and pedestrian-oriented streets. The proposed additional transit route would connect the Downtown area to other destinations in Covington and beyond Covington Way SE and SE Wax Road.
- A new transit route is desired to support planned redevelopment at the Hawk Property site, located in the northwest area of Covington. The proposed additional transit route would connect the property to other destinations in Covington and beyond via 204th Avenue SE and SE 256th Street. To meet this objective, the City strongly supports a potential future local bus route along SE 256th Street that has been identified by Metro (King County Metro, 2015).

Medium Priority

- Increased bus frequencies, transit stop amenities, and pedestrian connections along the existing Route 159 to support existing and planned future land uses and multimodal choices in the Downtown vicinity and Hawk Property subarea.
- Other potential future bus routes identified by Metro (King County Metro, 2015), including an express bus route on SR 18, and an additional local routes on 164th Avenue SE.

Exhibit 8. High and Medium Priority Transit Needs





OUR TRANSPORTATION PLAN

STREET SYSTEM

Exhibit 9 summarizes capacity improvements that have been identified to meet roadway concurrency through 2035, in addition to continued implementation of the SE 272nd Street widening and other projects included in the current TIP. All of these locations are operating within the LOS D standard under existing conditions, and will be monitored to determine the point at which land use growth triggers a need for improvement.

Exhibit 9. Street Improvement Projects to Meet Concurrency

				Unmi	itigated	With M	itigation
ID	Intersection	Improvement	LOS Standard	LOS ¹	Delay ²	LOS¹	Delay ²
	Stop-Controlled						
2	SE 240 th St/ 196 th Ave SE	Add eastbound left-turn lane	D	E	38.8	D	34.1
5	SE Wax Rd/ 180 th Ave SE	Add northbound right-turn lane or signalize	D	E	37.0	С	21.1
	Signalized						
11	SE 256 th St/ 180 th Ave SE	Address through design of Capital Improvement Program (CIP) project #1056/1149	D	E	59.6	(1)	(1)
40	Covington Way/ SE Wax Rd	Add southbound left-turn lane	D	Е	71.8	С	25.2

^{1.} Determined through design of Capital Improvement Program (CIP) project # 1056/1149

Exhibit 10 shows the City street system, with recommended updates to the roadway functional classifications.

Non-Motorized System

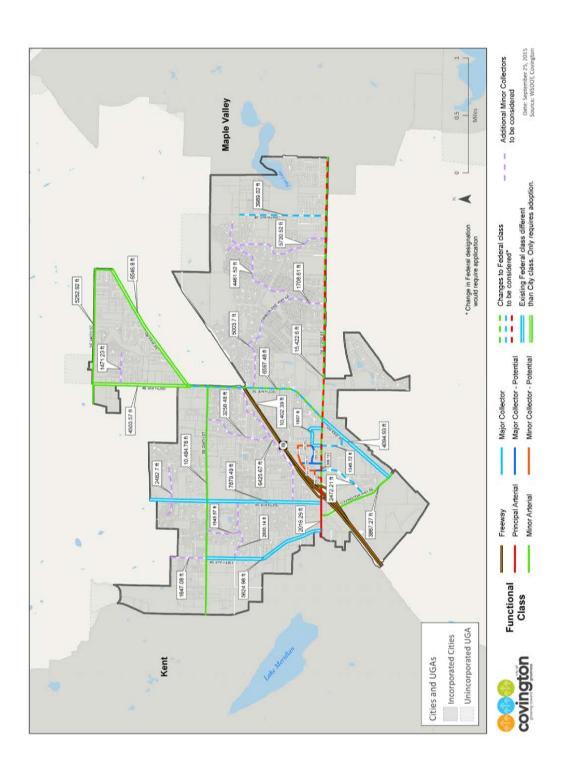
The City implements walkway and bike facility improvements to address medium (yellow) and high (red) priority needs shown on Exhibit 5 and Exhibit 6 identified on as follows:

- Medium and high priority pedestrian and bicycle facility needs are addressed as required frontage or connector improvements for new development, or as part of larger multimodal corridor improvements. Corridors with medium or high priority non-motorized needs receive first consideration for potential multimodal improvement projects.
- Stand-alone pedestrian or bike facility improvements are considered in corridors where needs have been identified as funds become available, with first consideration going to locations of high priority need, and second consideration going to locations of medium priority need.



Sidewalk Treatment Source: Studio Cascade 2014

Exhibit 10. Recommended Street Functional Classifications



Transit System

Although transit service is not under the Covington's control, Exhibit 8 identifies medium and high priority corridors where the City intends to focus on increased land use densities and amenities to support future transit, and to help facilitate communication with Metro and Sound Transit regarding corridors where future transit improvements should be considered.

Financial Strategy

Please see the Capital Facilities & Utilities Element.

Interjurisdictional Coordination

The City will coordinate with the following agencies to implement projects and strategies presented in this Transportation Plan:

Apply to the FHWA to implement recommended updates to the federal functional classification of some city streets, as summarized on Exhibit 10.

- Continue to coordinate with WSDOT regarding operational objectives for SE 272nd Street (SR 516) and SR 18.
- Continue to coordinate with Metro to implement transit investments that are consistent with the City's priorities; including new transit routes, construction of additional bus shelters, benches and other amenities, a potential demonstration Community Van Program, and park-and-ride lots.



Contingency Plan in Case of Revenue Shortfall

Some revenue sources are very secure and highly reliable. However, other revenue sources are volatile, and therefore difficult to predict with confidence. To cover the shortfall identified in the previous section, or in the event that revenue from one or more of these sources is not forthcoming in the amounts forecasted in this Transportation Plan, the City has several options:

- Change the LOS standard, and therefore reduce the need for street capacity improvement projects.
- Increase the amount of revenue from existing sources.
- Find new sources of revenue which could include additional federal and state grants, Transportation Benefit District (TBD) funding, business license fee for transportation, and/or LID/ RIDs.
- Require developers to provide facilities at their own expense.
- Change the Land Use Element in the Comprehensive Plan to reduce the amount of development, and thus reduce the need for additional public facilities; or to further concentrate growth along higher capacity streets that are served by transit.

GOALS & POLICIES

TRANSPORTATION GOALS

- Goal-TR-I. Provide and maintain a complete transportation network that safely and efficiently accommodates all users.
- Goal-TR-II. Promote the development of safe and convenient pedestrian and bicycle networks that encourage multimodal access to and from residential neighborhoods, parks, schools, civic buildings and the Town Center.
- Goal-TR-III. Promote transit and transportation demand management (TDM) strategies as viable alternatives to singleoccupant vehicle use.
- Goal-TR-IV. Develop a long-range financial component and multiagency funding program to ensure adequate funding sources and strategies for transportation improvements and maintenance.
- Goal-TR-V. Coordinate with neighboring and regional transportation entities as well as the general public to ensure maximum connectivity and interoperability of transportation systems in the region.

TRANSPORTATION POLICIES

Network Completion, Consistency & Monitoring

- Policy-TR-1. The land use and transportation elements should be coordinated such that land use designations, transportation funding, and/or level of service standards shall be reexamined when street construction or upgrading is not feasible, or where concurrency cannot be achieved.
- Policy-TR-2. Apply the following level of service standards to measure the overall transportation system's ability to move people and goods.

VISION CONNECTION



Level of Service Standard for City Streets

Street Intersection	Standard ¹	
Signalized, roundabout-controlled and all- way stop controlled intersections of all Arterial and Collector streets except SE 272 nd Street (SR 516)	LOS D or better.	
Signalized intersections along SE 272 nd Street (SR 516)	LOS D or better, until an ultimate capacity of five lanes (two travel lanes in each direction plus a center left-turn lane) plus sidewalks on both sides is reached for SE 272 nd Street. Once ultimate capacity is reached, vehicle operation worse than LOS D is acceptable.	

Level of service for the weekday PM peak hour, based upon methods set forth in the current version of the Highway Capacity Manual, unless otherwise authorized by the Director of Public Works

Walkway Level of Service Standard



Applies to all Arterial and Collector streets, as well local access streets and trail corridors identified by the Director of Public Works as warranted by adjacent land use.

Bicycle Facility Level of Service Standard

Bike Facility Standard ¹ Definition		
Bike Facility Standard ¹	Definition	
	Adequate bicycle facility: Existing bicycle facility meets City standards and non-motorized goals, OR, street identified for shared use by vehicles and bicycles – no bicycle improvements identified.	
	Medium priority bicycle facility need: Bicycle facility exists but does not meet City standards and non-motorized goals – upgraded facility desired.	
	High priority bicycle facility need: Based on City standards and non-motorized goals, a gap in the bicycle network is identified and a new facility is desired.	

Applies to all Arterial and Collector streets, as well local access streets and trail corridors identified by the Director of Public Works as warranted by adjacent land use.

Transit Level of Service Standard

Transit Standard	Definition
======	No existing or planned future transit service.
=====	Adequate transit facilities: Existing transit service is provided – transit stop amenities and pedestrian access are adequate to accommodate existing and planned future needs.
=====	Medium priority transit need: Existing transit service is provided, and adequate pedestrian connections are in place, but additions or upgrades to transit stop amenities are desired. -OR-
	Future transit service is desired to support mid- to long-term higher density development, but a new or enhanced transit route, transit stop amenities, and/or pedestrian connections are needed to support that service.
=====	High priority transit need: Existing transit service is provided, and improvements are needed to address inadequate pedestrian connections; additions or upgrades to transit stop amenities may also be desired. -OR-
	Future transit service is identified to support near-term higher density development, but a new or enhanced transit route, transit stop amenities, and/or pedestrian connections are needed to support that service.

- Policy-TR-3. Evaluate and prioritize proposed street improvement projects according to the following guidelines:
 - Project's likelihood of improving public health and safety, to fulfill the City's legal commitment to provide transportation services to its users, or to preserve full use of the existing transportation system
 - Project's opportunity to increase efficiency of existing facilities, prevents or reduces future improvement costs, provides service to developed areas lacking full service, or promotes development consistent with the future land use plan
 - Project's ability to improve the general prosperity of the community or represent a logical extension of existing facilities
- Policy-TR-4. Annually develop and adopt a Six-Year Transportation Improvement Program that addresses concurrency needs, as well as other high priority non-motorized and vehicular mobility and safety needs.
- Policy-TR-5. Maintain development regulations, street design standards and level of service standards that are consistent with the City's transportation goals.
- Policy-TR-6. Enhance truck access to/from SR 18 and other regional facilities to minimize the impact of trucks on residential areas of the city.
- Policy-TR-7. Accommodate pedestrian and bicycle movement on arterials, where appropriate, as well as automobile and transit traffic.
- Policy-TR-8. Classify streets based on knowledge of existing and future demand volumes, modal uses and adjacent land uses.

- Policy-TR-9. Consolidate access to properties along principal and minor arterials wherever possible to maximize the capacity of the facilities and reduce potential safety conflicts.
- Policy-TR-10. Link local street networks through subdivisions to provide efficient local circulation, as appropriate, and provide additional collector arterial access for major residential areas.
- Policy-TR-11. Design, construct and operate the transportation system to accommodate physically challenged persons in accordance with the Americans with Disabilities (ADA) standards and to accommodate and support public safety vehicles, emergency response and operation.
- Policy-TR-12. Ensure that transportation facilities are developed and maintained in a manner that is sensitive to the natural environment, minimizes adverse environmental impacts to residential neighborhoods and local businesses, and complements the aesthetic character of the City of Covington.
- Policy-TR-13. Build additional grid streets in the Town Center designation as private development occurs, with the location and timing of these other grid streets determined based on the location, design and timing of new development.
- Policy-TR-14. Provide efficient local access from regional transportation corridors to the downtown area.
- Policy-TR-15. Enhance the attractiveness of the SR-18 right of way in accordance with its role as a gateway to the downtown area.
- Policy-TR-16. Improve the street environment and appearance within the downtown area for use as public open space.





Town Center Pedestrian Source: Studio Cascade 2014

Non-Motorized Transportation

- Policy-TR-17. Implement streetscape improvements that promote walkability and commercial activity.
- Policy-TR-18. Promote active transportation through the development of safe and convenient pedestrian and bicycle networks that encourage multi-modal access to and from residential neighborhoods, parks, schools, civic buildings, and the Town Center.
- Policy-TR-19. Develop a Non-Motorized Plan when funding becomes available that provides guidance on street design guidelines, bicycle, and pedestrian priority routes..
- Policy-TR-20. Ensure new development is consistent with the Non-Motorized Plan.
- Policy-TR-21. Work with all governmental entities and the private sector to develop trail and bikeway plans and facilities that serve Covington residents, pedestrians, cyclists and visitors from the greater region with improved connections to the Soos Creek Trail system and the planned Jenkins Creek trail system.
- Policy-TR-22. Address pedestrian safety and access across Kent-Kangley Road, SR-18 and the railroad tracks.
- Transit & Transportation Demand Management (TDM)
- Policy-TR-23. Encourage TDM strategies as outlined in the Downtown Plan.
- Policy-TR-24. Support transit services that meet the needs of persons with disabilities, the elderly, and people with special needs.
- Policy-TR-25. Encourage the use of transit, high occupancy vehicles (HOV), and other travel modes, such as carpools and vanpools, through Transportation Demand Management (TDM) programs and non-motorized connections.

- Policy-TR-26. Proactively work with King County Metro to evaluate and make necessary changes to enhance the transit service within the City.
- Policy-TR-27. Promote transit stops, access, and service improvements near land uses that attract large numbers of employees and/or customers.
- Policy-TR-28. Encourage transit oriented development (TOD) where feasible, to locate within the Town Center and Mixed Use designations.

Funding and Maintaining the System

- Policy-TR-29. Ensure that transportation facilities are maintained to optimize safety, traffic flow, and the life of the facility in the most cost-effective manner.
- Policy-TR-30. Ensure new development contributes its fair share to the financing of needed transportation improvements and expansions.

Regional Coordination

- Policy-TR-31. Coordinate transportation systems operations, planning, and project implementation with neighboring jurisdictions and regional agencies, especially in anticipation of potential annexation areas.
- Policy-TR-32. Coordinate with neighboring and regional agencies to secure funds for transportation projects via means such as interlocal impact fee agreements and pursuing grants jointly.
- Policy-TR-33. Coordinate funding with other local and regional sources to address transportation improvements that serve multiple jurisdictions and/or are mutually beneficial.



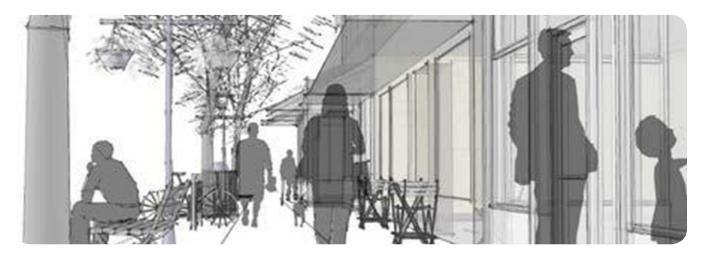
ACTION PLAN

Exhibit 11. Transportation Action Plan

Implemention Action	Responsibility
Update the City's transportation	Community Development/Public Works
impact fee program and project-	Department
level transportation impact analysis	
guidelines to address concurrency	
needs through 2035.	
Annually update and adopt the Six-	Public Works Department
Year TIP to implement projects that	
address concurrency needs, and	
walkway and bikeway projects as	
funding is available.	
Apply to the FHWA to implement	Public Works Department
recommended updates to the	
federal functional classification of	
city streets.	
Continue to coordinate with WSDOT	Public Works Department
regarding operational objectives for	
SE 272nd Street (SR 516) and SR 18.	
Continue to coordinate with Metro	Public Works Department/Community
to implement transit investments	Development
that are consistent with the City's	
priorities; including construction of	
additional bus shelters, and benches,	
and new transit routes, a	
demonstration Community Van	
Program, and park & rides	



ECONOMIC DEVELOPMENT



WHAT YOU WILL FIND IN THIS CHAPTER

- ➤ A summary of the major components of and trends in Covington's economy, including an overview of the challenges and opportunities for the local economy.
- An economic plan for the future
- Goals and policies to provide direction for economic development efforts.
- An economic development action plan.

PURPOSE

The economic development element comprises a larger economic development strategy for Covington. It is closely related to the plan's other elements, such as land use and capital facilities, but it serves the specific purpose of helping the community position itself to be a strategic actor in a dynamic economic context. This broad strategic direction is important to ensure the City's planning efforts and public investment remain on target and serve the community well in the long run. This element, much like the land use and transportation elements, will guide local decision–making on an almost daily basis.



ECONOMIC DEVELOPMENT ISSUES AND TRENDS

CONDITIONS AND TRENDS

The history of the local economy since the incorporation of Covington has been a positive one and the outlook for the future continues to be promising. The city's economic development conditions and trends are summarized in this Element. More detailed information is available in the Existing Conditions Report prepared for the 2015 update to the Comprehensive Plan.

WHAT DOES IT MEAN?

Covington is a growing bedroom community with convenient access to services and large-format retail stores but limited local employment opportunities for living wage jobs for residents. Twenty-five percent of the residents are college educated, which is about half of the norm for King County and another forty percent have some college or higher education. Forty-three percent of households are families with children and the median household income is over 25% higher than for all King County households. The local economy is dominated by the retail and service sectors and over 75% of the local jobs in Covington pay less than \$40,000 a year. The disparity between high household income and low local employment earnings explains why virtually all residents commute to work outside the city and local employees commute to their jobs in Covington.

Retail sales have grown steadily since 2000 in response to the local population and housing growth in Covington and the surrounding communities, and the taxes generated by retail sales are a critical source of revenue to the city for providing public services. Continued city support of the existing retail base and new retailers is crucial to the city's financial health.

Implementation of the vision for the downtown and the Lakepointe Urban Village ensures that the retail and service sectors will continue to dominate the local economy for years to come and offers the opportunity to capture some of the lost retail sales dollars (in 2014 over \$28 million of local spending power was lost to businesses outside the city limits). Development of mixed-use, multifamily housing in the downtown and the Lakepointe Urban Village provide an opportunity to improve the jobs-housing balance for the expanding retail and service sectors. Continuing support and vision of city leaders for the growing presence of healthcare facilities and medical providers in the downtown will assist with diversification of the local economy and efforts to generate business interest and development that create higher paying jobs for Covington residents and reduce the commuting time for local employees.

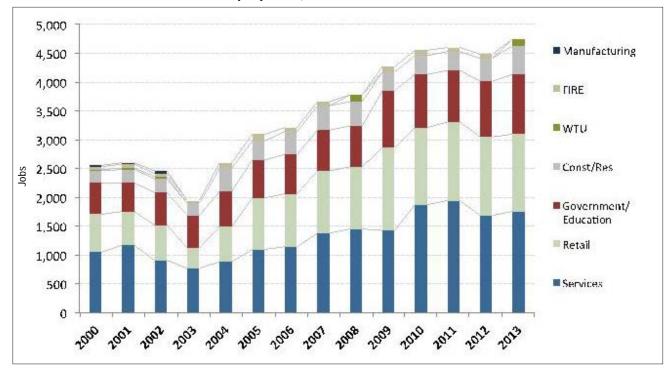
As indicated in Exhibit 1, Covington's is a retail and servicecentered economy

- The city has increasingly become a retail and service center for the local population and broader area due to the accessibility provided by SR 18 and SR 516.
- Local employment has realized significant increases primarily in local-oriented service sectors such as retail, personal services, and government/education to support the increasing population.



Town Center Concept Diagram, Panattoni, 2015

Exhibit 1. Total Covered Employment, 2000-2013



Source: Puget Sound Regional Council 2000-2013; ECONorthwest 2014

Household Incomes are relatively high, but most residents' jobs are not local

- Household incomes of residents are relatively high despite educational levels below that of the county overall.
- The overwhelming majority of Covington residents commute an average of over 30 minutes to jobs that are located outside the city and are often better paying than are local jobs.





Example Retail Store Source: Studio Cascade 2014

As indicated in Exhibit 2, more than 3,200 people come to work in Covington, but more than 8,600 Covington residents leave for jobs located outside the city. Only 182 people both live and work in the city.

Local jobs are lower-paying and workers live elsewhere

- Wages and earnings for those working in local retail and service sectors in Covington are lower than earnings for residents of Covington and the County overall.
- Overwhelmingly employees of local businesses commute from elsewhere in the region
- The addition of more choice in housing types in the downtown and the Lakepointe Urban Village combined with the addition of local retail and service jobs is intended to improve the jobs/housing balance

Retail Sales generate significant revenue to the city

- Retail sales taxes will continue to be a significant contributor to the city's financial health.
- The addition of between 680,000 and 850,000 square feet of commercial space – largely retail—in the Lakepointe Urban Village will reinforce the city's retail and service center reputation, create a substantial number of new jobs, and reduce the leakage of retail sales dollars to businesses located outside the city.

3,203 8,644 182

Exhibit 2. Commute Pattern: 2002-2011

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2011). http://onthemap.ces.census.gov/; ECONorthwest 2014

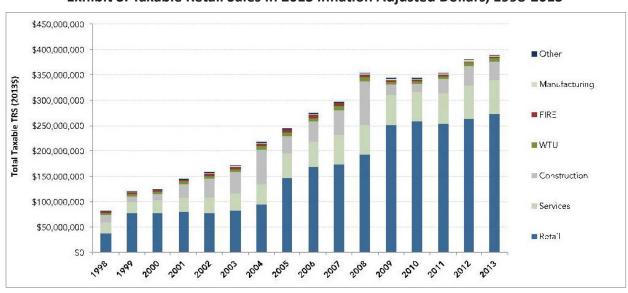


Exhibit 3. Taxable Retail Sales In 2013 inflation Adjusted Dollars, 1998-2013

Source: Washington Department of Revenue; ECONorthwest 2014



UW Medicine MEDICAL CENTER Gavington Clinic South URGENT CARE

Source: Studio Cascade 2014

CHALLENGES AND OPPORTUNITIES

The recent economic recession of 2008–2011 had less of an impact on Covington than it had on other suburban communities, largely because Covington's retail sector serves a large portion of southeastern King County.

Revenues from sales taxes remained relatively consistent, and the City was able to make targeted budget cuts without sacrificing the community's quality of life.

Covington remains a retail center for a much larger area, and the City's plans are to expand that niche even more, identifying opportunities for increased retail growth in the Lakepointe Urban Village and downtown. Covington also will continue to foster and leverage its growth as a healthcare facility and medical services hub for south King County. While the outlook for the local economy is bright, it is not without challenges:

- Employment growth is increasingly occurring in existing employment centers, such as downtown Seattle and Bellevue.
- The rise of online shopping reduces the share of consumer spending at traditional "brick and mortar" stores, particularly large format discount and department stores.
- Surrounding communities are realizing new retail development that competes for retail spending with stores in Covington.
- The city will not always have the opportunity to capture lost local spending power in many sectors. Sectors with large market areas, such as motor vehicle sales, serve a population much larger than Covington's. As a result, a city the size of Covington cannot always support enough retail options to fully accommodate local demand.

- With the exception of downtown and the Lakepointe Urban Village, many of the large, easily developable sites in the city have already been developed or are in the process of being planned and developed. As a result, the remaining commercial development opportunities will occur as infill development on smaller parcels and/or redevelopment of existing sites.
- The city is experiencing increasing service and infrastructure costs from population growth paired with limited ability for tax revenues to keep pace. This is due to a 1% limit on property tax revenue increases and increased competition for retail spending.

ECONOMIC DEVELOPMENT PIAN

The policy direction in this plan update is to reinforce the community's resilience to changing conditions by continuing to support local businesses, enlarging the retail sector, improving the jobs/housing balance by diversifying the local economy and the choice of housing solutions, continuing to invest in infrastructure, and providing efficient city services, all in support of the neighborhoods, human services, and public spaces that make Covington a unique community in which to live.

CONTINUE TO ACTIVELY SUPPORT EXISTING RETAIL AND SERVICE BUSINESSES

Covington is not looking to provide large amounts of manufacturing or industrial land, but is looking to strengthen its position in the regional economy where it already has a solid footing. Existing retail and service providers account for over 90% of total retail sales and 65% of total employment, and much of Covington's retail sector is dedicated to serving a larger, regional market.



Example Retail Store Source: Studio Cascade 2014





Lakepointe Urban Village Concept Source: Communita 2013

Even so, Covington's residents are the retail sector's staple. Increased disposable income – that share of a household's income not dedicated to housing, food, medical expenses, education, or transportation – may increase local spending, thereby increasing local commerce, generating more local sales tax, and helping the community become less dependent on attracting shoppers from elsewhere.

EXPAND THE LOCAL ECONOMY BY BUILDING ON EXISTING STRENGTHS IN THE RETAIL AND SERVICE SECTORS

The policies call for both increased economic diversity and an increased retail presence. Calculations on retail leakage confirm that there are retail markets where Covington can conceivably still expand its retail trade, and the downtown and the Lakepointe Urban Village areas intend to capture some of it.

DIVERSIFY THE LOCAL ECONOMY BY TARGETING EXPANSION OF THE OFFICE MARKET, ESPECIALLY THE BURGEONING MEDICAL SECTOR

While Covington is a prosperous community, its economy is not necessarily diverse. Covington relies on the sales taxes generated by a large retail service area transcending the community's boundaries. The city seeks to leverage and expand the development of medical facilities in the community to provide needed services and job growth. The policies provide for increased professional office employment, building on the regional medical presence and expanding the scale of other, related personal services that are needed to address local demand.

MAKE IT EASIER TO LIVE AND WORK IN COVINGTON

Overwhelmingly, residents of Covington commute to

work by vehicle to employment opportunities located outside the city while employees of Covington businesses commute to work from areas outside the city. Housing in Covington is more expensive than what many of those employed in Covington can afford to either buy or rent, so expanding the housing choices is important for reducing the commuting time for those employees. Preserving the character of Covington's existing neighborhoods is essential to the character of the town, so diversifying the local economy to create higher-paying jobs is important for reducing the commuting time for residents of the city.

RETAIN AN EFFICIENT, FISCALLY-SUSTAINABLE STRATEGY OF ECONOMIC DEVELOPMENT

The City has a history of facilitating economic development and efficiently reviewing and processing development applications. The policies recognize the highlevel functioning of City operations and encourage the business and development community to become engaged, ensuring it is sustainable. Community engagement will encourage continued City responsiveness, generate new leaders and build closer relationships between residents, the business community and local government.

Strategic investment - directed by the community's leaders - will ensure Covington can continue to prosper. While the city has the capacity to incur additional public debt, its tendency has been to support municipal investment only in those cases where direct benefit will result and where the community's money will be matched by funds from other governments or private entities. Its preference is to leverage public investment, where City funds are augmented by investment from others, thereby making for more attractive partnership-style solutions. Much of this work will need to involve partners, either in



Example Professional Services Source: Studio Cascade 2014



VISION CONNECTION

Fostering growth and diversification the citywide goals for the downtown and the Lakepointe Urban Village as areas with a mix of retail and office uses and varied housing densities as well as ensure the continuing health of the existing retail and service businesses along major corridors. the diversity of products and services, create family wage jobs, and ensure

coordinating the utility services provided by others or in sharing financial obligations among other jurisdictions. Covington has already demonstrated its ability to do this, through Interlocal Agreements (ILA's).

The city also has other, more targeted, economic development tools at its disposal including development agreements and Traffic Impact Fee Funding Source Adjustment (TIFSA).

GOALS & POLICIES

ECONOMIC DEVELOPMENT GOALS

- Goal ED-I. (Goal ED-B) Support local commercial activity and spending power in the community by increasing household disposable incomes and continued population growth within the city.
- Goal ED-II. (Goal ED-A) Grow local employment targeted to the medical and professional office sectors suited to Covington's resident population, offering higher wages, building on local institutions, expanding the availability of local services and contributing to the community's economic resiliency.
- (Goal ED-C) Build and demonstrate local capacity to Goal ED-III. support development activity, including a responsive service culture, proactive problem solving, and strategic investment in education, transportation, utilities, and telecommunications infrastructure.
- Goal ED-IV. (Goal ED-D) Build on the City's existing assets and stable growth, and focus on being a desirable place to live, work, learn and play by continuing to provide high quality services (including schools, safety, and recreation) and making strategic investments in infrastructure.

Goal ED-V. (Goal ED-E) Grow the City's tax base, prioritize investments, and efficiently provide city services.

ECONOMIC DEVELOPMENT POLICIES

Actively support business and service retention, expansion and diversification

- Policy ED-1. (Policy ED-4 revised) Strengthen Covington's position as the center of a regional retail and service area serving Covington and nearby communities readily accessed from the State Route 18 and State Route 516 highway corridors. (Change per PSRC Economic **Development Requirement)**
- Policy ED-2. (New Policy) Support efforts for retention and expansion of existing businesses. (Change per PSRC **Economic Development Requirement)**
- Policy ED-3. (New Policy) Provide outreach efforts to local businesses for city government contracts. (Change per KCCPP EC-5)
- Policy ED-4. (New Policy) Promote new business formation by economically disadvantaged populations such as minorities and women by committing resources to human services and economic development strategies in this Element. (Change per PSRC and KCCPP EC-13)
- Policy ED-5. (New Policy) Provide for business attraction and diversification including entrepreneurship and small business development.
- Policy ED-6. (Policy ED-5) Facilitate continuing education and skill development for residents.

Expand the local economy by building on existing strengths

Policy ED-7. (Policy ED-1 revised) Partner with regional and state organizations for economic development initiatives of mutual interest. Coordinate local and countywide economic policies and strategies with PSRC's Regional



Retail and Food Source: Studio Cascade 2014



Services Source: Studio Cascade 2014





Medical Services and Artwork Source: Studio Cascade 2014

- Economic Strategy, King County initiatives and other agencies. (Change per PSRC EC-1)
- Policy ED-8. (Policy ED-3) Actively market the community by identifying areas for development and target new or expanding businesses for which there is clear opportunity to locate and invest in Covington.
- Policy ED-9. (Policy ED-6) Encourage regional commercial and employment uses along major transportation corridors to strengthen Covington's economic position within the region
- Policy ED-10. (Policy ED-7) Facilitate development of lodging, meeting, event and entertainment venues meeting both resident and visitor needs.

Diversify the local economy by targeting expansion of professional services, especially the burgeoning medical sector

- Policy ED-11. (Policy ED-8) Foster a business climate and site options supporting large employers offering high-wage jobs together with small business and entrepreneurial start-ups
- Policy ED-12. (New Policy) Promote the emerging professional services sector, especially healthcare facilities and medical services (Change per PSRC Economic Development Requirement to address industry clusters)
- Policy ED-13. (Policy ED-9 revised) Encourage location of new higher wage jobs in the downtown area, the Lakepointe Urban Village, and other mixed-use development in Covington [Change per PSRC Economic Development Requirements and KCCPP EC-2]

Make it easier to live and work in Covington

Policy ED-14. (Policy ED-10) Facilitate commute trip reduction by

providing more jobs locally for Covington residents.

Retain an efficient, fiscally-sustainable strategy of economic development

- Policy ED-15. (Policy ED-14 revised) Maintain development regulations that are predictable and that balance public costs with public benefits as well as assure competitiveness with other Puget Sound jurisdictions.
- Policy ED-16. (Policy ED-15) Support an economic development effort over time with adequate budgets and staffing to insure that it has an appropriate capacity to address economic development threats and opportunities.
- Policy ED-17. (Policy ED-17 revised) Develop downtown, neighborhood, community and regional commercial uses with coordinated provision of:
 - A. Adequate transportation, pedestrian and utility infrastructure;
 - B. Development and design standards to encourage mixed use, commercial and residential developments; and
 - C. Incorporation of trails, open space and parks consistent with city plans and regulations.
- Policy ED-18. (Policy ED-21) Assure that new development is a fiscal benefit except in instances where clear public policy supports additional public investment.
- Policy ED-19. (Policy ED-22) Draw on outside regional, state, federal and private/non-profit resources to assist in meeting community infrastructure and public service needs associated with economic development.
- Policy ED-20. (Policy ED-23 revised) Encourage public-private partnerships with proactive tools and incentives to leverage the desired mix of private and public uses with a net long-term economic and financial benefit to the City at the lowest public outlay possible. (Change per KCCPP EC-7)



Multiple Transportation Modes Source: Studio Cascade, 2014



ACTION PLAN

The Economic Development Element is implemented by related elements, plans, regulations and programs, including:

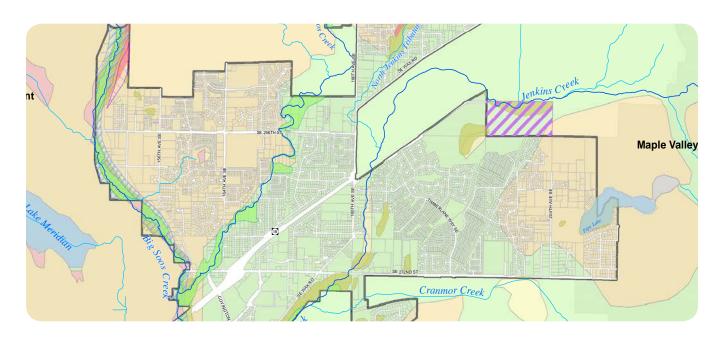
- Covington's Comprehensive Plan, Land Use Element, and Zoning Code that provide capacity for and variety in both commercial and high density residential uses.
- Housing and Land Use Elements that provide policy direction for capacity, variety, and design of commercial and residential uses with an emphasis on high density housing and mixed-use commercial/residential solutions.
- The Housing Element that provides policy direction for a greater range of housing choices.
- The Transportation Element that provides policy direction for motorized and non-motorized solutions between the commercial and residential areas within Covington including pedestrian-scale streets, adequate parking for commercial uses, and an interconnected system of sidewalks, trails, and bicycle routes between neighborhoods.

Exhibit 4. Economic Development Action Initiatives

Implementing Action	Responsibility
Annual Strategic Assessment of economic strengths and weaknesses	Community Development Department and Executive Department
Annual Economic Development Work Plan	Community Development Department and Executive Department
Annual business survey	Community Development Department and Executive Department
Ongoing liaison with Chamber of Commerce	City Manager and Community Development Department



NATURAL ENVIRONMENT



WHAT YOU WILL FIND IN THIS CHAPTER

- A discussion of conditions and trends for Covington's natural environment.
- Planning efforts under way or needed to benefit or protect the City's natural environment to ensure a healthy and sustainable community.
- ► Goals and policies to guide the protection and management of Covington's

PURPOSE

Covington is committed to the thoughtful, well-planned stewardship of the natural environment in order to preserve and improve the quality of life for Covington residents. The natural environment is a complex system of inter-related components including air, water, soils, plants and animals. All of these systems are affected by human activity. Through thoughtful planning, and implementation of local, state and federal regulations, Covington seeks to accommodate development needed for growth while preserving the natural environment and protecting residents, as well as public and private property, from natural hazards.



WHAT DOES IT MEAN?

The quality of the natural environment is an important component of our quality of life. The natural environment provides a variety of valuable and beneficial functions, such as contributing to the clean air we breathe and the beauty of our surroundings.

However, the natural environment can also at times pose threats to human safety or property.

Examples of such threats include floods and landslides.

As the City plans for growth, the City must plan to protect the valuable and beneficial functions of the natural environment, and to eliminate or reduce threats posed by the natural environment.

NATURAL ENVIRONMENT ISSUES AND TRENDS

CONDITIONS AND TRENDS

Within the City's six square miles, Covington has an array of natural environment features. Conditions and trends for Covington's natural environment are briefly summarized below. For more detail, please see the Review of Best Available Science prepared for the 2015 update to the Comprehensive Plan and the City of Covington Hazard Mitigation Plan.

Water and wetlands are all around

- Covington features several creeks, including Big Soos Creek, Little Soos Creek, Jenkins Creek, Cranmar Creek and North Jenkins Creek tributary.
- Pipe Lake is the only lake within Covington; however, smaller open water areas occur elsewhere in the City, such as Spring
 Pond in Jenkins Creek Park.
- Wetlands are generally associated with creeks and Pipe Lake as well as groundwater seeps.
- Critical aquifer recharge areas have been defined in Covington to protect the City of Kent's (e.g. Armstrong Springs) and other special districts' wellhead protection areas that may be susceptible to contamination.

Vegetation is abundant in the City

- Natural vegetation in Covington consists primarily of secondand third-growth Douglas fir, western hemlock, western red cedar and vine maple, as well as many plant species associated with lowland coniferous forests. Meadows and wetland plant species are also fairly common.
- In a 2012 analysis done as part of the Urban Forestry Strategic Plan, tree cover was approximately 37 percent. Some of the benefits of maintaining and enhancing a healthy urban

forest are reduced stormwater runoff and erosion; provision of shading and cooling; improved air quality and mitigation of wind effects; provision of wildlife habitat; and increased property values.

The City has achieved a desgination of Tree City USA since 2002. The designation is based on the City "meeting four core standards of sound urban forestry management: maintaining a tree board or department, having a community tree ordinance, spending at least \$2 per capita on urban forestry and celebrating Arbor Day."

In addition to people, Covington is home to a variety of wildlife

- Natural vegetation in Covington consists primarily of secondand third-growth Douglas fir, western hemlock, western red cedar and vine maple, as well as many plant species associated with lowland coniferous forests. Meadows and wetland plant species are also fairly common.
- Many animals can be found in Covington, including deer, elk, beaver, bald eagle, and great blue heron.
- The City includes habitat types taht are known to be used or could potentially be used by species listed as endangered, threatened, or sensitive by state or federal government, including Chinook salmon and steelhead.
- Continuous wildlife corridors are found along ripariate areas.

While providing many benefits, the natural environment also poses threats

According to the Hazard Mitigation Plan, several natural hazards have some probability of occurring in the City. Natural hazards with high probability include drought, flood, landslides, and severe weather. Natural hazards with medium probability include earthquakes and fires. Natural hazards with low probability include dam failure and volcanic activity.

NATURAL ENVIRONMENT REGULATORY AGENCIES

FEDERAL

National Marine Fisheries Service

U.S. Army Corps of Engineers

U.S. Environmental Protection
Agency

U.S. Fish and Wildlife Service

Federal Emergency Managemen Agency

STATE

Washington Department of Ecology

Washington Department of Fish and Wildlife

Washington Department of Natural Resources

REGIONAL/LOCAL

Puget Sound Clean Air Agency

Puget Sound Partnership

Puget Sound Regional Council

King County



Western Hemlock





Wooded Lands, The Watershed Company

Climate change is generally expected to impact the occurrence and severity of natural hazards. Current modeling efforts are unable to assess the likelihood of specific impacts for Covington; however, in the Pacific Northwest, projected changes include a rise in annual average temperature in all seasons and a likely increase in the frequency in extreme heat events, as well as small changes in annual precipitation, with more frequent heavy rainfall events.

OUR NATURAL ENVIRONMENT PLAN

The City strives to preserve and improve the natural environment by protecting significant trees, limiting impervious surfaces, and promoting low impact development, energy conservation, mixed-use development, multimodal transportation options, and other measures. The City's approach to preserving and improving the natural environment includes adopting regulations that require new development to protect the natural environment and that provide incentives for environmental restoration. The City also funds programs and projects that benefit the natural environment.

Continue to implement laws that protect the natural environment

Many laws at the local, state and federal levels influence Covington's management of the natural environment. Three key local regulatory programs that protect Covington's natural environment are discussed below.

 Washington's Growth Management Act sets forth a requirement for local jurisdictions to designate and protect critical areas, which include wetlands, areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded

- areas, and geologically hazardous areas. The City's critical areas regulations, found in Chapter 18.65 of the Covington Municipal Code, aim to protect beneficial functions and protect against hazards.
- Pursuant to the Shoreline Management Act, the City adopted a comprehensive Shoreline Master Program in 2011 to regulate more significant waterbodies. The program regulates
 Pipe Lake and the lower reaches of Jenkins Creek and Big Soos Creek.
- The City implements a Stormwater Program to help meet federal and state water quality requirements (the National Pollutant Discharge Elimination System). This includes measures to promote low impact development to mimic natural systems.

Retain and enhance Covington's tree and vegetation cover

The City's Urban Forestry Strategic Plan lays out a strategy to retain and enhance tree and vegetation cover on publicly managed properties. The plan proposes the following vision statement: "Covington is dedicated to protect and manage the urban forest in order to preserve and enhance its benefit to the environment and the livability of the community."

Implement and incorporate the Hazard Mitigation Plan action items into existing local plans, policies, and programs

The effectiveness of the Hazard Mitigation Plan depends on its implementation and incorporation of its action items into existing local plans, policies and programs. Completion of the annual progress report will help the City to evaluate the progress of the plan.



Covington Park, Black Diamond Now



Promote Low Impact Development and Green Building Practices

Low Impact Development (LID) focuses on how stormwater enters, is stored and leaves a site. By mimicking natural systems, LID can help maintain or restore the natural hydrology of watersheds. Site design using LID principles incorporates vegetation and small-scale hydrologic control to capture, treat and infiltrate stormwater runoff on-site. When implemented throughout the watershed, LID can improve habitat by complementing the regulatory protections afforded to environmentally critical areas. LID techniques applicable to new development or redevelopment include: preserving native vegetation, natural drainages and porous soils; reducing impervious surfaces; diverting runoff from the storm drainage system to on-site infiltration systems; and clustering development.

Green building practices can be used by individuals on a small scale (e.g. home remodel) or on a broader scale (e.g. plat) and are applicable to residential, commercial, industrial, or institutional users. In addition to the environmental benefits, green building and (LID) practices can also reduce long-term building operating costs, improve indoor health for residents and tenants, and add value due to consumer demand for energy and resource-efficient buildings.

Air Quality, Noise, Energy and Climate Change

Many federal, state, regional and local agencies enact and enforce legislation intended to protect air quality. Air quality in Covington and in much of the Puget Sound area is tied to controlling emissions from all sources, including: internal combustion engines, industrial operations, and indoor and outdoor burning. In the Puget Sound region, vehicle emissions are the primary source of air pollution. Consistent with State goals and funding requirements as well as Countywide Planning Policies, Covington will work collaboratively with other agencies to achieve good air quality and reduce GHG emissions. Local and regional components must be integrated in a comprehensive strategy designed to improve air quality through transportation system improvements, vehicle emissions reductions, and demand management strategies.

Excessive noise is a form of pollution that has direct and harmful effects upon the public's health and welfare and adversely affects the livability, peace, and comfort of neighborhoods and the city as a whole. Noise, like many forms of pollution, is both a local and a regional problem. Noise that originates on residential, commercial, or industrial land within the city is regulated through enforcement of Covington's noise regulations. Because commercial and industrial uses both generate the most noise and are the least sensitive noise receptors, the City's noise regulations are focused on protecting residential neighborhoods from excessive noise that could impact quality of life.

There is a growing awareness of the contributing factors to climate change and an increasing willingness to lower GHG emissions and better protect the natural systems that provide valuable ecological services. Significantly reducing greenhouse gas emissions over several decades requires a wide range of strategies at the regional and local scale. Efforts discussed above that maintain healthy natural ecosystems, encourage green building practices, and ensure Low Impact Development are critical to success, but there is more that can be done. Increasing the adoption of cleaner and more renewable sources of energy in our homes and transportation modes has often proven to be more cost effective in the long-term while sparking



Big Soos Creek



VISION CONNECTION

Unmatched quality of life requires thoughtful, well-planned stewardship of the natural environment.

Stewardship of the natural environment is foundational for achieving Citywide goals.

innovative job markets and contributing significantly to GHG reductions in the short-term. Some examples of activities that communities like Covington can undertake that can reduce GHG emissions include, but are not limited to:

- Urban forestry: Increases in temperatures could create heat island effects in the developed areas of the City where there is a significant amount of impervious surface (buildings, streets and parking lots). This underscores the importance of increasing tree canopy in these areas to help reduce temperatures during the summer months. It has been noted in studies that 100 trees also removes 13 tons carbon/year and diverts 54,000 gallons of rain. The City's Tree City USA Status and the City's Urban Forestry Strategy will help to implement goals to increase and protect the City's tree canopy.
- Promoting carpooling and transit: see the Transportation Element. The City has established multimodal levels of service to promote alternatives to driving alone.
- Promoting green energy and solarizing: The City implements the State energy code and supports coordinating planning with power utilities. Grants are also available to help promote energy conservation.
 See conservation policies in the Capital Facilities and Utilities Element.

GOALS & POLICIES

NATURAL ENVIRONMENT GOALS

Goal NE-I. Foster recognition of the significant role played by natural features and systems in determining the overall environmental quality and livability of Covington.

- Goal NE-II. Recognize the value of vegetation in increasing the livability of Covington, and minimize the loss of vegetation as development occurs.
- Goal NE-III. Protect and enhance water resources for multiple benefits, including recreation, fish and wildlife resources and habitat, flood protection, water supply, and open space.
- Goal NE-IV. In accordance with the Growth Management Act, designate and protect critical areas including wetlands, critical aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas, to protect the functions and values of these areas as well as to protect against threats to health, safety, and property.

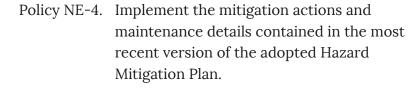
NATURAL ENVIRONMENT POLICIES

Environmental Quality and Awareness

- Policy NE-1. Protect the ecological integrity of the natural environment while allowing for compatible growth and development.
- Policy NE-2. Promote conservation of natural resources and the environment in cooperation with schools, business owners, residents, affected jurisdictions and tribes.
- Policy NE-3. Encourage and support residents, workers, developers and business owners to take active measures to protect and enhance the City's natural environment. Such measures could include use of environmentally safe vegetation control, non-toxic lawn care, composting and recycling, wetland and stream bank restoration, and use of Low Impact Development techniques.

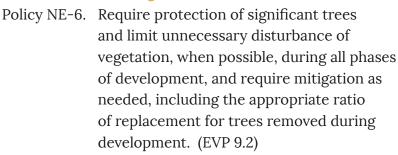


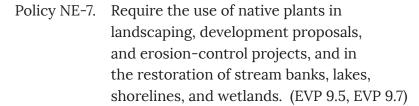
Weltands and Floodplains, King County GIS

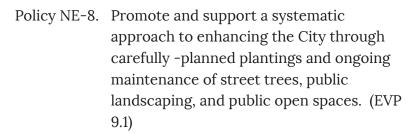


Policy NE-5. Maximize retention of a healthy tree cover and native vegetation and encourage restoration, replacement and enhancement of unhealthy or disturbed trees and vegetation.









Policy NE-9. Preserve existing natural trees and vegetation on steep hillsides, along stream banks and other habitat areas, and where visual buffers between uses or activities are desirable. (EVP 9.3)



Urban Forest Source: Studio Cascade 2014

in

Streetscape

Air Quality, Energy and CLimate Change

- Policy NE-10. Promote regional air quality standards in coordination with the Puget Sound Clean Air Agency and the Puget Sound Regional Council. (EVP 12.1)
- Policy NE-11. Encourage the reduction of greenhouse gases through energy conservation and reduction in vehicle emissions.
- Policy NE-12. Strive to reduce energy consumption in the construction and operation of public facilities, fleet vehicles and the delivery of services. When possible and fiscally feasible, incorporate innovation related to use of renewable energy resources.
- Policy NE-13. Reduce energy consumption and maximize energy efficiency by promoting programs and educational initiatives aimed to "reduce, re-use, and recycle" at individual and community-wide levels.
- Policy NE-14. Support the use of renewable resources and improvements in energy efficiency for new and existing development.

Water Resources

- Policy NE-15. Work cooperatively with federal and state agencies, and other affected jurisdictions and tribes to implement water quality management strategies and regulations.
- Policy NE-16. Comply with and implement the most recently adopted Comprehensive Stormwater Plan. Update and adjust this plan as state and federal regulations change and new information is obtained.



- Policy NE-17. Manage land use and stormwater to protect groundwater and surface water quality and quantity.
- Policy NE-18. Promote Low Impact Development (LID) techniques as an alternative to standard development practices, and take advantage of natural systems to maintain and enhance environmental quality by having them perform such functions as cleaning water and controlling stormwater runoff.
- Policy NE-19. Regulate development in a manner that maintains the ecological and hydrologic function of water resources based on pre-development quality and quantity measurements. (EVP 2.5)
- Policy NE-20. Protect groundwater and aquifer quantity by requiring stormwater disposal methods that infiltrate runoff where favorable subsurface soil conditions permit Policy NE-20. and by requiring stormwater runoff treatment best management practices (BMPs) for any new development.
- Policy NE-21. Incorporate erosion control best management practices (BMPs) and other development controls as necessary to reduce sediment discharge from grading and construction activities to minimal levels. (EVP 11.3)
- Policy NE-22. In the Hawk Property Subarea, transform the existing detention facilities into a unique publicly accessible community amenity, which may continue to serve as a stormwater management facility. (EVP 2.10)

General Critical Areas

- Policy NE-23. Include best available science in developing policies and development regulations to protect the functions and values of critical areas and give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries, consistent with the Growth Management Act.
- Policy NE-24. Use incentive programs, acquisition, appropriate regulations, and other techniques to preserve critical areas as permanent open space where development may pose hazards to health, property, or important ecological functions. (EVP 1.12)
- Policy NE-25. Require that prior to any development, critical areas are identified and protected.
- Policy NE-26. Minimize tree removal in critical areas and their buffers for the purposes of trails, utility corridors, and similar infrastructure. Apply mitigation sequencing and critical area regulation standards. (EVP 9.9)
- Policy NE-27. Ensure the effectiveness of critical area mitigation by requiring adequate critical area studies and mitigation plans, the application of mitigation sequencing, financial assurances from developers to ensure mitigation success, and by improving City oversight of maintenance and monitoring of mitigation sites.
- Policy NE-28. Require and enforce mitigation in order to ensure no net loss of critical area functions, including mitigation designed to replace critical area acreage lost due to development.



Lakepointe Property Riparian Habitat The Watershed Company 2013





Jenkins Creek Park, City of Covington 2015

Policy NE-29. Support restoration of stream channels and associated wetland and riparian areas to enhance water quality and fish and wildlife habitat and to mitigate flooding and erosion. (EVP 4.4)

Policy NE-30. Allow public access to wetlands, streams and lakes for scientific, educational, and recreational use, provided the public access trails are carefully sited, sensitive habitats and species are protected, and hydrologic continuity is maintained. (EVP 6.8)

Wetlands

Policy NE-31. Protect wetlands not as isolated units, but as ecosystems, and essential elements of watersheds. (EVP 6.2)

Policy NE-32. Protect areas of native vegetation that connect wetland systems, preferably through incentives and appropriate non-regulatory mechanisms. (EVP 6.9)

Critical Aquifer Recharge Areas

Policy NE-33. Protect the quality and quantity of groundwater used for public water supplies. (EVG 3.0)

Fish and Wildlife Habitat Conservation Areas

Policy NE-34. Protect and preserve habitats for species which have been identified as endangered, threatened, or sensitive by the State or federal government. (EVP 10.3)

Policy NE-35. Maintain habitats that support the greatest diversity of fish and wildlife through conservation and enhancement of critical areas. (EVP 10.2)

- Policy NE-36. Implement salmon habitat protection and restoration priorities in approved Water Resource Inventory Area 9 plans.
- Policy NE-37. Coordinate with adjacent jurisdictions and tribes, to identify, protect and develop enhancement plans and actions for habitat networks and wetlands that cross jurisdictional lines. (EVP 10.6)
- Policy NE-38. Promote the enhancement or restoration of aquatic areas (e.g. streams, lakes, wetlands) as adjacent development activities occur.
- Policy NE-39. Protect wildlife corridors to minimize habitat fragmentation, especially along existing linkages and in patches of native habitat. Improve wildlife habitat especially in linkages by enhancing vegetation composition and structure, and incorporating indigenous plant species compatible with the site.



Rabbit Source: Studio Cascade 2014

Frequently Flooded Areas

- Policy NE-40. Minimize the alteration of natural surface water features that retain or carry floodwaters (e.g. wetlands, floodplains, streams, and lakes), and prevent land alterations that would increase potential flooding.
- Policy NE-41. Require mitigation for adverse environmental impacts from engineered flood control measures.
- Policy NE-42. Work cooperatively to meet regulatory standards for floodplain development as these standards are updated for consistency with relevant federal requirements including those related to the Endangered Species Act.



Geologically Hazardous Areas

- Policy NE-43. Decrease development intensity, site coverage, and vegetation removal as slope increases in order to minimize drainage problems, soil erosion, siltation, and landslides. (EVP 11.2)
- Policy NE-44. Minimize soil disturbance and maximize retention and replacement of native vegetative cover for any land uses permitted in Erosion and Landslide Hazard Areas. (EVP11.4)
- Policy NE-45. Encourage special building design and construction measures in areas with severe seismic hazards to minimize the risk of structural damage, fire, and injury to occupants during a seismic event and to prevent post-seismic collapse. (EVP 11.6)

ACTION PLAN

The Natural Environment Element is implemented by related elements, plans, regulations and programs, including, but not limited to:

- ▶ The Land Use Element, which sets forth the general location and extent of the uses of land.
- ► The Covington Municipal Code, particularly the Environment and Zoning titles.
- ► The City's Shoreline Master Program.
- ► The Hazard Mitigation Plan, which was developed in compliance with the Disaster Mitigation Act to reduce future loss of life and property resulting from disasters.



Soos Creek Trail and Open Space Source: Studio Cascade 2014

- ▶ The Urban Forestry Strategic Plan, which provides recommendations to guide the community regarding planning, management and maintenance of trees on publicly managed properties.
- $\blacktriangleright\,$ The City's Stormwater Management Plan and federal NPDES Stormwater Permit Program.



Exhibit 1. Action Plan

Implementation Action	Responsibility
Consider updates to development codes	Community Development Department
as needed to implement environmental	
sustainability measures	
Implement and enforce development	Community Development Department
regulations	
Hazard Mitigation Plan annual progress	City Council and Public Works
report	Department
Urban Forestry Strategic Plan annual	Tree Team
work plans	
Stormwater Program implementation	Public Works Department
including ongoing Compliance with	
federal and state laws such as NPDES.	



Solar Power, Puget Sound Energy



CAPITAL FACILITIES AND UTILITIES



WHAT YOU WILL FIND IN THIS CHAPTER

- An inventory of capital facilities and utilities, service providers, and existing and future level of service (LOS) for each type of capital facility
- ► A capital facility plan (CFP) to provide urban services to existing and future development in the City limits and Urban Growth Area (UGA).

(Continued on next page

PURPOSE

The capital facilities and utilities element ensures that adequate public and franchise facilities and services are available to serve existing residents and businesses and future growth as outlined in the Land Use Element.

The Capital Facilities Plan should be adequate to maintain established levels of service for each type of capital facility as the City grows. Capital facilities include city and special district operated water systems, sewer systems, stormwater systems, schools, parks and recreation facilities, police facilities and fire facilities. The City of Covington is expecting significant new housing and job growth during the planning period and the City and other service providers have a responsibility to provide urban services and meet adopted LOS standards. Capital facility



WHAT YOU WILL FIND IN THIS CHAPTER (cont.)

- ► A financing plan to fund the CFF required to serve new growth over next six years. A 20-year CFP with identification of broad funding sources.
- ➤ A summary of power, natural gas, or telecommunications utilities and efforts to coordinate growth projections and future utility extension plans.
- Goals and policies to provide direction guide capital facilities and utilities planning.
- A capital facility action plan.

planning is directly tied to the quality of life and economic development activities in the community, which depend on high quality schools, a robust park and trail system, a well maintained street system, responsive fire and emergency services, and capacity to provide sewer and water service.

Daily residents and businesses rely on power, gas, and telecommunication services. This element also addresses coordination and expansion of these utility services to meet the growth anticipated over the 2015–2035 planning period.

ISSUES AND TRENDS

CAPITAL FACILITIES

The City of Covington provides capital facilities for municipal buildings, streets, parks and recreation, and stormwater. Other capital facilities are provided by noncity service providers as shown in Exhibit 1. The capital facilities plans in Exhibit 1 are hereby incorporated by reference. The Capital Facilities Plan Appendix provides a summary of each providers facilities, level of service demand and planned facilities. Highlights of the analysis show:

• Municipal Buildings: To maintain Covington's adopted levels of service for administrative space currently and in the future, additional space will be needed. In the 20-year life of the Comprehensive Plan, it is anticipated that the City will build a City Hall. In the interim, it is likely that the City will need to lower its level of service until such a plan can be accomplished. The recommended space needs for City maintenance facilities indicates the City may be able to lower their existing LOS standard as the City will not meet its existing LOS standard based on

Exhibit 1. Capital Facility Service Providers

Public Service	Provider	Relevant Plans and Documents
Municipal Buildings	City of Covington	Public Works Maintenance Facility Study 2013
		New City Hall Feasibilty Study 2012
Police	King County Sheriff	City Council Police LOS 2007 Resolution (RES
	(contracted service)	07-42)
Fire and Emergency	Kent Regional Fire	
Services	Authortiy, Maple Valley	Kent Fire RFA: Kent Regional Fire Authority
	Fire District (Mutual Aid)	Capital Facilities and Equipment Plan, 2014-33
Schools	Kent School District	Kent School District: Kent School District,
		Capital Facilities Plan, 2014-15
Parks and Recreation	City of Covington	Covington Parks and Recreation, and Open
		Space (PROS) Plan, 2010
Stormwater	City of Covington	Stormwater: City of Covington 2010
		Comprehensive Stormwater Plan and 2015
		Stormwater Management Plan
Streets	City of Covington	
Water	Covington Water	
	District, King Co. Water	Covington Water District District: Covington
	District 111, Ham Water	Water System Plan Update, 2007
	Co.	
Sewer	Soos Creek Water and	Soos Creek: 2014 Soos Creek Water and
	Sewer District	Sewer District Sewer Comprehensive Plan;
		King County Wastewater: King County
		Regional Wastewater Services Plan, 2013
		Comprehensive Review



CAPITAL FACILITIES ELEMENT REQUIREMENTS

Capital facilities generally have a long useful life and include city and non-city operated infrastructure, buildings, and equipment.

The Growth Management Act (GMA) requires that the Capital Facilities Plan Element include an inventory of facilities, a forecast of the future needs for facilities, proposed expanded or new capital facilities, at least six-year plan to finance capital facilities, and a requirement to reassess the land use element if probable funding falls short of existing needs. (RCW 36 70a 070(3))

UTILITIES ELEMENT REQUIREMENTS

GMA requires that a utilities element address the "general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines." (RCW 36.70a.070(4))

- current conditions even with the new maintenance facility The LOS deficit would continue to grow as the population increases.
- Police Services: The City meets its adopted service levels for officers as of 2015. To maintain current staffing standards, the City of Covington Police Department will need to hire an additional 2 officers by 2021, and an additional 7 officers by 2035. The City could lower the LOS standard or add officers over time. The space needs for officers would likely be addressed in concert with the evaluation of city hall space needs above.
- Fire Protection: Even though the response time standards have improved in the City of Covington, the Kent Fire Department Regional Fire Authority (KFDRFA) is still not meeting the suburban LOS Standard 90% of the time. Therefore, the KFDRFA is currently pursuing fire impact fees in Covington to ensure appropriate facilities are available as growth occurs. The KFDRFA's Capital Facilities Plan includes building an additional fire station in Covington, which would be better able to serve the southern part of the City. Additionally, Station 75 will be moved further west, and there will be an extension of SE 256th from SR 18 out to 204th Avenue, which should improve response times in Eastern Covington.
- Schools: Using present student generation rates, approximately 780 additional school age students could be added by 2021, and approximately 2,600 school-age students could be added by 2035. The Kent School District has identified capital projects serving Covington area residents and students; some of the improvements would be funded by school impact fees.
- Parks: The City has a deficit for all facility types based on its present levels of service. As the population

is expected to grow by 50% by 2035, the estimated deficits are anticipated to grow if these same levels of service standards remain in place. The City is updating its Parks, Recreation and Open Space Plan (PROS) to consider appropriate levels of service and capital needs for 20 years. A six-year plan is proposed in the Capital Facilities Plan to address near term needs. The city's parks department is pursuing park impact fees to help off-set the growing capital needs.

- Stormwater: Levels of service for stormwater activities are regulated by the city code and design standards. New development is conditioned to meet water quality, runoff control and erosion control requirements. The City prepared a stormwater comprehensive plan in 2010, established a stormwater enterprise fund in 2012 and uses a portion of the customer rate charges to fund capital facilities. A Stormwater Management Plan was completed on March 31, 2015 and is updated annually as part of the City's National Pollutant Discharge Elimination System (NPDES) Phase II permit. These plans have identified facilities, programs and regulations to help manage stormwater quantity and water quality.
- Water: The Covington Water District has the capacity to serve its designated service area in the City and UGA. The District has acquired additional water rights in recent years and expects that water consumption rates per residential unit will continue to decline based a greater share of multi-family units being built in the future. The District is in the process of updating their master plan, which was last completed in 2007. King County Water District #111 also serves a limited number of existing properties with minimal capacity for new growth compared to the rest of the City.
- Wastewater: The Soos Creek Water and Sewer
 District develops and analyzes their own growth
 projections to ensure the District can accommodate



Covington Police Officer Source: City of Covington



WHAT DOES IT MEAN?

The City of Covington is responsible for capital facility planning for municipal buildings and facilities, parks and recreation, streets, and stormwater. Other capital facilities such as schools, water, sewer, fire and emergency services, and police services are provided by other municipal service providers. Utilities are provided through independent service providers. Therefore, it is important that the City work collaboratively with the service providers to ensure that adequate facilities are provided to meet LOS standards based on the City's land use plan that outlines the amount and location of future growth in housing and employment.

future urban growth within their service area. The District indicates that new growth is partially offset by increases as residences become more efficient. The 2014 Soos Creek Water and Sewer District Sewer Comprehensive Plan identifies numerous capital projects, some of which are located within the City of Covington. All recommended projects belong to one of two categories, pipe replacements/upgrades or lift station replacement/upgrades.

• **Transportation:** This capital facility is addressed in the Transportation Element. Six-year and 20-year capital improvement programs are included in the Capital Facilities Appendix. Along with revenue projections, the improvements are designed to meet the City's adopted levels of service.

Cities and counties planning under GMA are required to develop a financing plan to demonstrate the ability to fund the 6-year capital facilities plan and support future growth consistent with the land use plan. The total estimated cost for the six-year CIP is approximately \$92 million dollars. Currently, the City of Covington has minimal projects identified during the 7-20 year planning period and therefore the total cost of projects has not been identified. The City is identifying potential funding sources for this 20-year period; these are less detailed than for the 6-year period. The City does have plans to construct a new City Hall facility as a 20-year capital planning project. The City is also currently working on a Parks, Recreation, and Open Space (PROS) plan that includes an updated six-year CIP and a longer-term parks plan.

Current revenue projection for future capital facilities shows a total funding gap of approximately \$80 million for all Parks, Stormwater and Transportation. The forecasted revenues are significantly less than necessary to support the City's identified capital investment programs. In the past, Covington has relied heavily on one-time revenues to fund capital facilities, which are not included in the revenue forecast. As such, it is imperative that the City consider new funding and financing sources that can be dedicated to capital facilities to ensure they can meet their six-year capital improvement program priorities as required under GMA. Several policy changes could be made to generate additional revenues, or establish debt to fund these projects. These are described in the Capital Facility Plan Appendix. Beyond financing and funding options, the City always has the option to reprioritize its CIPs based on revised LOS standards to lower the funding need for the overall projects. Otherwise, if the City cannot provide adequate funding for the CIP to support new growth, the City's land use plan must be revisited.

UTILITIES

Puget Sound Energy

Puget Sound Energy (PSE) owns and maintains the existing power distribution system within the city limits. Overhead power lines may are required to be undergrounded as development progresses. Underground conduits generally supply secondary power to existing structures in study area.

Covington is currently served by the Soos Creek and Pipe Lake Substation. To increase capacity and reliability in Covington, PSE is planning to develop a new substation within city limits called the Jenkins Substation. (PSE, 2015).

Bonneville Power Administration

Bonneville Power Administration (BPA) owns and operates most of the higher voltage transmission lines



BPA Substation Source: Komonews.com 2014





Light Standard and streetscape Source: Studio Cascade 2014

and substations in the Pacific Northwest. In 2009, to improve system reliability, a new 230 KV transmission line was installed to replace the existing 115 kv line between the PSE Berrydale Substation and the Bonneville Power Administration (BPA) Covington Substation within the city. According to the 2014 BPA 10-Year Plan, no projects are currently planned at the Covington substation or involving the transmission lines in Covington. However, BPA is planning stormwater facility upgrades and planning for new buildings and parking along Covington Way within 5 years.

Natural Gas

PSE provides natural gas service to Covington and the surrounding areas. The location, capacity and timing of system improvements depend greatly on opportunities for expansion and on how quickly the study area and surrounding areas grow. Natural gas is supplied to the City of Covington from Canada via the Williams Northwest Pipeline through the Covington Gate Station. PSE natural gas supply mains transport gas from the gate stations to District Regulators. Williams Pipeline is proposing an upgrade on the pipeline over a 3-4 year period following 2015 and requesting a staging area they will need for the project in Evergreen Park. The City anticipates that by granting them an area for staging, they will level it for future installation of a play area.

Solid Waste

Solid waste for residential customers is provided by Republic Services, which operates under a contract with the City. Republic Services provides service for both solid waste disposal and recycling. Commercial solid waste providers are responsible for contracting for their own services. Solid waste transfer stations are provided by King County; the nearest station serving Covington is the Algona Transfer Station, which is scheduled to be replaced soon and is currently undergoing the site selection process for the new facility. The Cedar Hills Regional Landfill is the only regional landfill in King County. The Cedar Hills Regional Landfill is located in Maple Valley and operated by King County.

Telecommunications

The City of Covington is served by Comcast, Century Link, and WAVE. Comcast provides high speed internet, phone, and television services while Century Link provides telephone and high speed internet services. Service is available throughout the city. In addition, some customers may choose to go wireless and utilize service through a mobile phone provider.

CHALLENGES AND OPPORTUNITIES

LIMITED RESOURCES FOR CAPITAL INVESTMENTS

Like most cities, Covington has limited resources to allocate toward both capital facility maintenance and new facilities. Revenues for capital facilities are also impacted by regional and national economic trends, which bring uncertainty to the capital planning process. The City must adequately plan for existing and new capital facilities to support new growth while accounting for changes in revenues over time.



Clements Capacity Project/263rd Drainage Improvements City of Covington 2015



VISION CONNECTION

NEW GROWTH TO SUPPORT CAPITAL FACILITY **INVESTMENTS**

Covington expects an additional 3,920 housing units and 3,706 jobs during the 2015-2035 planning period. The robust growth expected will provide additional revenues for investments in capital facilities. The City must ensure that new growth is coordinated with capital facility needs and that investments are coordinated, prioritized, and meet other objectives for the City, such as implementing the Downtown and Hawk Property subarea plans.

REDUCED LOS STANDARDS

As Covington continues to grow, the City may have to reduce its LOS standards for certain facilities or risk falling below the established LOS standards.

OUR CAPITAL FACILITIES PLAN

The Capital Facilities Appendix presents the City's physical and funding plan to ensure that capital facilities are provided as growth occurs within the capabilities of the City. The Appendix also presents the City's review of non-City provider plans and efforts to plan for growth in Covington in a coordinated manner.

Further, this element's goals and policies address how the City intends to ensure that facilities and utilities are in place to serve current and future residents and employees. This element requires that capital facilities are in place and available when new development occurs, otherwise known as concurrency. A requirement to reassess the land use element is included in the policies if probable funding falls short of existing needs.

GOALS & POLICIES

- Goal CF-I. Provide public and private utility services and facilities that enhance the Covington community's quality of life, address past deficiencies, and meet current and future demands in a safe, reliable, efficient, and fiscally and environmentally responsible manner. (CFG 1.0, UTG 2.0, UTG 3.0, UTG 4.0, UTG 5.0, UTG 6.0, UTP 7.1)
- Goal CF-II. Provide capital facilities and utilities that meet acceptable levels of service and guidelines, and support and anticipate demand from new and existing development without compromising public health and safety. (CFG 3.0)
- Goal CF-III. Provide coordinated projects and services among the City, private utilities and contracted service providers to take advantage of opportunities to accomplish multiple purposes and functions when maintaining, installing and building new infrastructure and facilities. (CFG 4.0, CFG 5.0)
- Goal CF-IV. Prioritize, coordinate, plan, expand and site essential public facilities through an interjurisdictional process. (LNG 17.0)



CIP 1028 SE 240th Street, 196th Avenue SE and SE Wax Road Overlay
Source: City of Covington 2015



LEVELS OF SERVICE AND DEVELOPMENT **REQUIREMENTS**

Policy CF-1. Adopt the following levels of service in Exhibit 2 to promote the community's quality of life.

Exhibit 2. Level of Service Standards

Service Type	Level of Service Standard
Municipal Buildings	Base: 617 SF/1,000 Population
	Target: 1,100 SF/1,000 Population
Police	0.75 Officers /1,000 Population
Fire Service	Response time objectives consistent with Kent Regional Fire Authority Capital Facilities and Equipment Plan, 2014-33
Schools	Student to teacher ratios and student generation rates of Kent School District, Capital Facilities Plan, 2014-15
Parks	See adopted PROS Plan
Stormwater	New Facilities are constructed in accordance with the cur- rent adopted stormwater design manuals and the City's design standards
Transportation	See Transportation Element
Water	Gallons per capita consistent with Covington Water System Plan Update, 2007, as amended
Wastewater	Gallons per capita consistent with 2014 Soos Creek Water and Sewer District Sewer Comprehensive Plan and King County Regional Wastewater Services Plan, 2013 Comprehensive Review

- Policy CF-2. Require sufficient system capacity for surface water, water, sewer and transportation prior to approval of any new development. New development must pass concurrency tests before development may be permitted. [Rewording of CPF 3.1]
- Policy CF-3. Require new development to obtain a letter of water and sewer availability and adequate fire flow prior to submitting a development application.[Rewording of UTP 2.1]
- Policy CF-4. Encourage the hookup to a public water system for those properties on existing private well systems. [UTP 2.2]
- Policy CF-5. Encourage conversion from on-site wastewater disposal systems as sewer lines become available. [UTP 3.1]
- Policy CF-6. Provide for municipal, maintenance, and public safety building space reflecting changing needs for staffing, information technology, and community service needs.
- Policy CF-7. (Policy ED-19) Encourage community policing and other business and neighborhood community watch programs to improve public safety for both businesses and residences.
- Policy CF-8. Support the capital and operation plans of the Kent Fire Department Regional Fire Authority to assure response time objectives are met in the Covington community.
- Policy CF-9. Provide for a connected transportation system that enhances emergency response times and environmental objectives to minimize impervious area and sufficiently treat stormwater.



Covington City Hall Source: Studio Cascade 2014



Fire Station 78
Source: Kent Regional Fire Authority 2015

- Policy CF-10. Apply the adopted surface water design manual as the minimum requirement for all development projects and other actions that could cause or worsen flooding, erosion, water quality and habitat problems for both upstream and downstream development.

 (Replace UTP 4.8]
- Policy CF-11. Manage the City's stormwater utility to meet federal and state permit requirements and advance environmental goals.

COORDINATION AND EFFICIENCY

- Policy CF-12. Coordinate with service providers and utilities to provide reliable and cost-effective services to the public based on the city's anticipated and planned for growth.
- Policy CF-13. Encourage utilities and service providers to consolidate facilities, use existing facilities, construct within existing transportation and utilities corridors and to minimize visual impacts of new and expanded facilities where technically feasible.
- Policy CF-14. Encourage public and private community service providers to share or reuse facilities when appropriate, to reduce costs, conserve land, and provide convenience and amenities for the public. Encourage joint siting and shared use of facilities for schools, community centers, health facilities cultural and entertainment facilities, public safety/ public works, libraries, swimming pools and other social and recreational facilities. [CFP 1.9]

- Policy CF-15. Require private utilities and service providers working within the city limits to obtain franchise or other agreements with the city that includes service levels and requirements meeting anticipated growth and demand as well as other local, state and federal regulations. [Rewording of UTP 1.2 & 1.3]
- Policy CF-16. Coordinate capital improvements with related improvements by adjacent jurisdictions. [Rewording of UTP 1.8 & 1.10 & 1.16]
- Policy CF-17. Attend regular meetings with local utility and service providers to maintain ongoing coordination between agencies. [Reworded CFP 3.3]
- Policy CF-18. Work in partnership with the Kent School
 District to offer quality education to
 the Covington community. Consider
 partnerships with human service and parks
 and recreation programs and facilities.
- Policy CF-19. Coordinate street re-paving efforts with utility providers to prevent excavation of newly paved street and trail surfaces by prohibiting excavation of new pavement for utility projects for a period of the first 5 years after new paving. [Minor edit of UTP 1.15]
- Policy CF-20. When infrastructure projects are proposed within city right-of-way, assist in the coordination between communication providers to ensure that all interested parties are given the opportunity to install facilities in common trenches. [UTP 7.11]



Covington Elementary School, Source: Kent School District



- Policy CF-21. Coordinate with natural gas providers, with transmission pipelines within the city to address pipeline safety and natural disaster emergency response issues. [Minor edit to UTP 1.18]
- Policy CF-22. (Policy ED-18) Seek cost-effective, innovative, and state of the art solutions for utility and telecommunications infrastructure.

FUNDING, FINANCIAL PLANNING & **MAINTENANCE**

- Policy CF-23. Aggressively pursue funding from all levels of government and private agencies to accomplish the city's capital investment program while optimizing resources. [CFP 5.4]
- Policy CF-24. Fund non-transportation capital projects and improvements (e.g. parks, trails, city offices) through general revenues, impact fees, grants or bonds as determined in the annual Capital Improvement Program.
- Policy CF-25. When planning, developing and administering the city's capital investment program, give primary consideration to how the public's health, safety and welfare will benefit. The city should schedule and phase infrastructure that supports the planned for and expected growth and development. [Rewording of CFP 1.1]
- Policy CF-26. Prepare and adopt a six year Capital Facilities Plan (CFP) regularly and include reviews of forecasts and actual growth, revenue and costs totals based on adopted level of service standards, and the means

and timing by which identified deficiencies will be corrected. Annually adopt a Capital Improvement Program with the budget that more specifically identifies financing and implementation of facilities contained in the six-year CFP. Ensure the 20-year projected growth, levels of service and funding projections are also considered in the CFP. [Rewording & combining of CFP 1.5 & 1.6]

- Policy CF-27. Maintain and update regularly an inventory of existing capital facilities owned by the city. [Rewording of CFP 1.3]
- Policy CF-28. Impose impact fees on new development so that "growth may pay for growth" only when associated growth-caused improvements are reasonably related to the new development and fees should not exceed a roughly proportionate share of the costs of system improvements. [Rewording of CFP 5.2]
- Policy CF-29. Once established, impact fees shall be adjusted periodically based upon an appropriate study or other relevant data, to ensure that the fees reflect the cost of planned system improvements related to growth and shall be subject to city council approval.
- Policy CF-30. Reassess the land use element if probable funding falls short of existing needs. The reassessment may result in changes to growth projections, alternative level of service standards, or expanded funding or financing options. (GMA requirement; RCW 36.70A.070)



Covington Park, Source: City of Covington 2015



Policy CF-31. Develop a project prioritization rating system for all capital facility projects.

CAPITAL IMPROVEMENTS PLANNING & CONSTRUCTION

- Policy CF-32. Recognize and provide for multiple purposes and functions in all city facilities, and where possible, incorporate the needs of the individual with the design, when feasible.
- Policy CF-33. Focus capital investments on creating a connected, dynamic urban environment.
- Policy CF-34. Minimize the cost of maintaining, operation and other life cycle costs in the design and funding for any capital facility.

CONSERVATION & ENVIRONMENTAL SUSTAINABILITY

- Policy CF-35. Make conservation an integral part of the city's operations and management.
- Policy CF-36. Encourage and support conservation strategies aimed at reducing average annual and peak day water use. [UTP 2.4]
- Policy CF-37. Reduce the solid waste stream and support reuse and recycling. Move toward mandatory curbside collection of solid waste including recyclables and yard waste. [See UTP 5.1]
- Policy CF-38. Coordinate water quality improvement efforts with adjoining jurisdictions whose surface waters flow into or thorough the city. [Reworded UTG 4.0]



Covington Water District, Waterwise Garden, Source: http://www.watoxics.org/

- Policy CF-39. Encourage the retention and planting of vegetation for their beneficial effects on surface water runoff, including flow attenuation, water quality enhancement and temperature reduction.
- Policy CF-40. Ensure construction, maintenance and retrofits of capital facilities and other capital investments supports conservation of resources, such as water reuse and installation of energy-efficient electric fixtures.
- Policy CF-41. Ensure the design and location of infrastructure improvements considers the impact of climate change, natural hazards, seismic occurrence and the ability to serve the community in the event of a natural disaster.
- Policy CF-42. Promote energy efficiency, conservation methods, and utilize sustainable energy sources in city operations to support climate change reduction goals for the region.
- Policy CF-43. Minimize future energy usage and carbon emissions from street lighting through the implementation of an economically viable street lighting program that will achieve energy and cost savings.

PRIVATE FRANCHISE UTILITIES

Policy CF-44. Construct all new electrical and communication facilities underground, unless specifically exempted, as provided for in the Covington Municipal Code.



- Policy CF-45. Ensure that development regulations are consistent with and do not otherwise impair private utilities from fulfilling public service and other obligation imposed by state and federal laws.
- Policy CF-46. Support the availability of telecommunications infrastructure to service growth and development in a manner consistent with the anticipated land use pattern while minimizing the visual and environmental impacts on the community.
- Policy CF-47. Ensure that utility providers limit disturbance of vegetation within major electrical utility transmission corridors to that necessary for safety and maintenance of transmission lines, and adhere to all applicable city regulations including planting of vegetation compatible with utility lines. [Reworded UTP 6.6]
- Policy CF-48. Support and participate in the long term planning of water, sewer, electrical and communication facilities that provide for uninterrupted service during natural disasters. [Reworded and expanded UTP 7.4]
- Policy CF-49. When utilities are being installed on public property evaluate whether spare conduit for future city telecommunications use should be installed at the same time. (See UTP 7.9 & 7.10)

Policy CF-50. Require utility providers to design, locate and construct facilities within public owned properties and rights-of-way when possible to reasonably minimize significant, individual and cumulative adverse impacts to the environment and to protect critical areas.

[Reworded UTP 1.12]

ESSENTIAL PUBLIC FACILITIES

- Policy CF-51. Locate proposed new or expansions to existing essential public facilities consistent with the Covington Comprehensive Plan and King County Countywide Planning Policies. (Modified LNP 17.1)
- Policy CF-52. Share essential public facilities with King County, the City and neighboring counties and cities, if advantageous to both to increase efficiency of operation. (LNP 17.2)
- Policy CF-53. Ensure that no racial, cultural or class group is unduly impacted by essential public facility siting or expansion decisions. (LNP 17.3)
- Policy CF-54. Site essential public facilities in coordination with King County equitably countywide.

 No single community should absorb an undue share of the impacts of essential public facilities. Siting should consider environmental equity and environmental, technical and service area factors. (LNP 17.4)



- Policy CF-55. Define essential public facilities based on the Growth Management Act definition, the function of the facility to serve a broad portion of the county or region, and the nature of the facility as being difficult to site or expand. Consider whether agencies have developed lists and locations of likely essential public facilities.
- Policy CF-56. Site proposed new or expansions to existing essential public facilities based on the following:
 - a) a forecast of the future needs for the essential public facility;
 - b) an analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;
 - c) an analysis of the proposal's consistency with policies County and City Policies;
 - d) an analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;
 - e) an analysis of alternative sites;
 - f) an analysis of environmental impacts and mitigation; and
 - g) extensive public involvement. (LNP 17.6)
- Policy CF-57. Actively regulate and monitor designated essential public facility operations to ensure that such facilities do not cause or create a public nuisance. (LNP 17.7)

ACTION PLAN

The City regularly reviews its capital plans as part of its budget as well as when functional plans are updated. See Exhibit 3.

Exhibit 3. Capital Facilities Action Plan

Implementation Action	Responsibility	
Maintain and update annually a comprehensive Capital	Community	
Improvement Program (CIP) including municipal facilities,	Development	
transportation, parks and recreation, and stormwater. The	Department, Public	
annual update should include:	Works Department	
§ Review and research on grant funding opportunities		
§ Consideration for integrating capital facilities projects to		
reduce costs and achieve economics of scales		
§ Develop a project prioritization system to ensure projects		
are advanced that meet multiple City goals and policies		



PARKS, RECREATION, AND OPEN SPACE



WHAT YOU WILL FIND IN THIS CHAPTER

- A description of Covington's parks, recreation facilities, and open spaces.
- ► An assessment of how well the city is meeting the park and recreation needs of its residents
- Foals that meet the city's vision for Parks.

PURPOSE

The purpose of this Element is to provide goals that guide the acquisition, development, and management of parks, natural areas, trails, and recreation facilities and programs for the City of Covington. This element works in conjunction with the City of Covington's Parks, Recreation, and Open Space (PROS) plan, being updated in 2015–2016. The PROS Plan establishes a road map for providing high quality, community-driven parks, trails, natural areas and recreation services throughout Covington.

Quality of life is vital to the residents of Covington. From Covington's beginning, parks and recreational pursuits have been important to the community's quality of life, and this tradition has endured.



Covington Community Park

PARKS ISSUES AND TRENDS

CONDITIONS AND TRENDS

Covington's Parks and Recreation Facilities Today

Covington has over 700 acres of public and privately owned parks and recreation facilities, classified into eight categories: community parks, neighborhood parks, pocket parks, natural areas and greenspaces, trails and bikeways, special facilities, school playfields and playgrounds, and King County Parks and Trails.

The Covington Parks and Recreation Department offers athletic, fitness and wellness, cultural arts, special events, recreation, and aquatic programs – these are the foundation of residents' opportunities to be active and connect with their community. Covington's recreation programing is centered in four areas:

- General Recreation: The majority of the city's recreation programming focuses on youth.
 - Fitness: Youth Nutrition and Adult Zumba, Yoga and Bootcamp.
 - Cultural Arts: Youth Ballet, Tap & Jazz, Hip Hop, Art, Acting.
 - Education: Youth Math Camp, Bricks for Kidz and Engineering Challenge.
 - General interest: Youth Cooking, Super Sitters, Safe at Home, Adult Parenting, and Dog Obedience.
 - Outdoor Recreation: Birding, Boating Safety.
- Aquatics: The City's Aquatic Center (formerly the King County Tahoma Pool) is home to a year-round public pool which attracts visitors from the greater Covington area.
 The City offers youth swim lessons, swim teams, water polo, Dash & Splash Camp, water exercise, lap swimming,

Masters Swim, Aqua Zumba, Triathlon adult swim training, and recreation swimming. The Aquatic Center averages approximately 110,000 visitors per year including general attendance, activity participants, and rental groups.

- Athletics: The City has been the primary provider of youth sports since 2014 and currently serves approximately 1,000 to 2,000 youth per year through youth team sports, including basketball, baseball, flag football, soccer, volleyball, gymnastics, camps, track & field, and martial arts.
- **Special Events:** The City puts on over 20 special events throughout the year, including those hosted at the Aquatic Center and in city parks. In 2014, over 5,400 people (combined) attended the five most popular events.

Planning For the Future

New projects are being planned in Covington to expand parks and recreation opportunities for local residents. This includes acquiring and developing new parks, renovating or repairing existing facilities, and expanding trail corridors. Priority projects include renovation of the Covington Aquatic Center, expansion of the Covington Community Park (Phase 2), land acquisition for South Covington (SoCo) Park, preliminary planning for Town Center Park Plaza, Jenkins Creek Park

WHAT DOES IT MEAN

- Covington's population has grown rapidly, while parks and recreation facilities have not increased at a commensurate level, leading to a deficit of facilities.
- Projected future population growth will require a larger investment to provide adequate parks and recreation for residents.
- ▶ New projects are planned to expand parks and recreation, including acquisition and development of new parks, renovation or repair of existing facilities, and expanding trail corridors

Exhibit 1. Inventory of City Owned Park Facilities Maple Valley School District Property [1] Natural Area & Greenspace Unincorporated UGA Incorporated Cities Kent Cities and UGAs

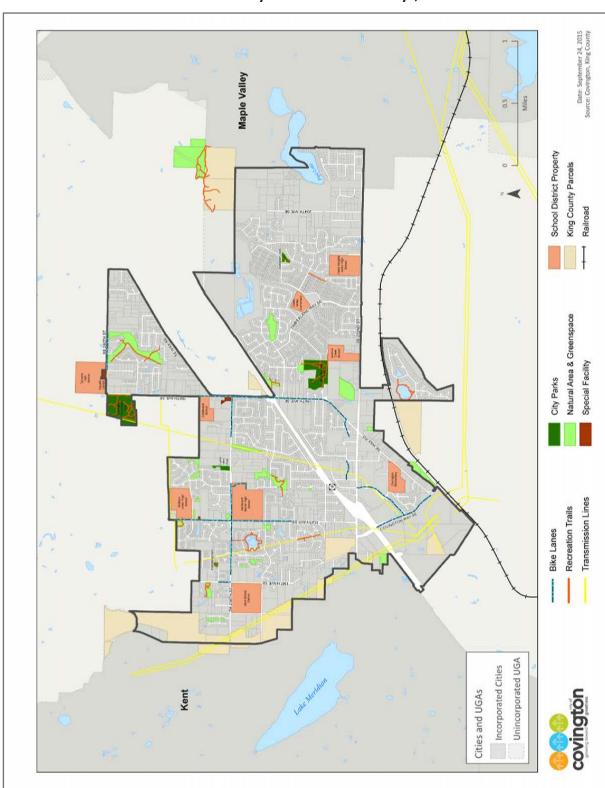
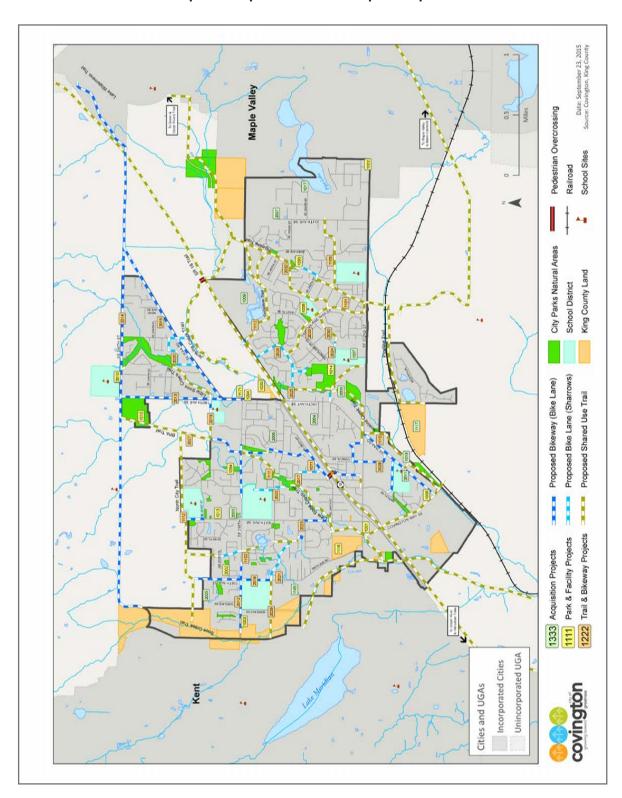


Exhibit 2. Inventory of Trails and Bikeways, 2015

Exhibit 3. Proposed Capital Facilities - Capital Improvement Plan



improvements, and renovation of Gerry Crick Skate Park.

Service Standards

The City has established service standards for parks and recreation facilities, which helps the City plan facilities to serve expected population growth. The standards based on the City's PROS Plan (draft 2015) are:

- Community Park (City-owned): 5 acres per 1,000 people
- Neighborhood Parks (public and private owned): 3 acres per 1,000 people
- Natural Areas and Greenspace (public and private): 6 acres per 1,000 people
- Trails (public and private): 0.75 miles per 1,000 people
- Bikeways (city owned and maintained): 0.75 miles per 1,000 people

Today Covington has a deficit of parks and recreation facilities to meet community demand; meeting service standards today would require approximately 42 additional acres of parks and 16 additional miles of trails and bikeways. The deficit of parks and recreation facilities will increase to approximately 88 acres of park land and 30 miles of trails and bikeways in 2035, unless additional facilities are added. Exhibit 4 shows the current and future level of service for each type of park facility.

Exhibit 4. Level of Service Analysis

Time Period	Population	Acres Needed to Meet LOS	Current Acres	Net Reserve or
		Standard	Available	Deficit
Community Park LOS	S Standard: 5 acre	s/ 1, 000 people		
2015	18,520	92.60	50.2	(42.40)
2021	21,257	106.29	50.2	(56.09)
2035	27,645	138.22	50.2	(88.02)
Neighborhood Parks LOS Standard: 3 acres/1,000 people				
2015	18,520	55.56	61.12	5.56
2021	21,257	63.77	61.12	(2.65)
2035	27,645	82.93	61.12	(21.81)
Natural Areas & Greenspace LOS Standard: 6 acres/1,000 people				
2015	18,520	111.12	206.97	95.85
2021	21,257	127.54	206.97	79.43
2035	27,645	165.87	206.97	41.10
Trails LOS Standard	: 0.75 miles/1,000	people		
2015	18,520	13.89	5.94	(7.95)
2021	21,257	15.94	5.94	(10.00)
2035	27,645	20.73	5.94	(14.79)
Bikeways LOS Standard: 0.75 miles/1,000 people				
2015	18,520	13.89	5.03	(8.86)
2021	21,257	15.94	5.03	(10.91)
2035	27,645	20.73	5.03	(15.70)

CHALLENGES AND OPPORTUNITIES

Growing Population and Limited Funding

The population of Covington is expected to grow 50 percent between 2015 and 2035, creating a challenge for the City to acquire new parks to serve the growing population. To meet service standards in 2035 would require an additional 15 miles of trails and bikeways and more than 109 acres of new parks. Alternatively, a base LOS and a target LOS could be

adopted allowing the City to have a current sufficiency and add facilities overtime based on the target LOS in the 6-year period.

These base 2015 LOS standards would be:

- Community Parks: 2.71 acres per 1,000 population
- Trails: 0.32 miles per 1,000 population
- Bikeways: 0.27 miles per 1,000 population

In an environment of limited resources and competing needs for city funds, a strong community commitment will be needed to implement many of the identified projects and meet service standards. New funding sources, such as a bond, levy, or special assessment, backed by voters, may be needed to make these projects a reality.

Limited Land Available

As a City with a defined planning area and growing population, Covington's ability to significantly add land to its holdings is limited. More attention will be paid to investing in existing parks, creating linkages between existing and planned parks and trails, leveraging regional parks and trails systems, and to ensuring new growth provides for appropriate gathering and recreation space onsite.

Partnerships

Regional trails plans have been developed by King County in coordination with Covington and neighboring communities. Inter-agency partnerships and master planned developments such as the Lakepointe Urban Village will help ensure connected facilities that serve the broader Covington community.

VISION CONNECTION

The Parks, Recreation, and
Open Space Element supports
Covington's vision for an
unmatched quality of life and
framework goals for integrating
nature in neighborhoods,
promoting mobility, supporting
active and healthy living,
supporting economic development,
the development of the Town
Center, supporting youth and
families, and promoting community
arts, recreation, and education.

Covington Park Source: Studio Cascade 2015

COVINGTON'S PARKS AND RECREATION PLAN

Covington's parks and recreation plan is based on the following principles:

Covington is responsive to community needs. The City will establish specialized recreation programs and acquire additional parkland to meet the needs of its growing and diverse community. Partnering with other agencies, Covington will pursue opportunities and innovative solutions for new facilities and inclusive access to services.

Covington promotes active lifestyles, personal fitness, and a greater sense of place and community. Through joint marketing efforts and partnership development with regional health and fitness providers, Covington will strive to be one of the healthiest cities in Washington.

Covington is a walkable community with an expanded trails network connecting parks and natural areas with neighborhoods and downtown. This includes a comprehensive system of onroad bicycle routes as well as off-road trails, so people have alternative transportation options and access to passive recreation opportunities for wellness and exploration.

Safe, attractive, well-kept parks and natural areas will be a key contributor to the city's health and economic prosperity. The City's parks maintenance and operations activities as well as capital investments are important to meeting this principle. Community outreach and education will build awareness of the benefits of parks, trails and recreation, along with encouraging residents to participate in improving their park system.

GOALS & POLICIES

The following goals for Covington's parks, recreation, and open spaces have been developed through a community planning process.

- Goal-I. Encourage meaningful public involvement in park and recreation planning and engage residents through department communications.
- Goal-II. Establish a varied and inclusive suite of recreation programs that accommodate a spectrum of ages, interests and abilities.
- Goal-III. Acquire and develop a high-quality, diversified system of parks, recreation facilities and open spaces that is attractive, functional, accessible and safe providing equitable access to all residents.
- Goal-IV. Protect and manage the City's environmentallysensitive lands, remnant open spaces and natural and cultural resources to highlight their uniqueness and local history.
- Goal-V. Develop a high-quality system of shared-use park trails and bicycle and pedestrian corridors that connect significant local landscapes, public facilities, neighborhoods and the downtown core.
- Goal-VII. Provide a parks, trails and open space system that is efficient to administer and operate, while providing a high level of user comfort, safety, aesthetic quality and protection of capital investment.

The goals and objectives from the Covington Parks, Recreation, and Open Space (PROS) Plan are incorporated by reference as amended.

LEVELS OF SERVICE

The Base LOS is adopted for the 2015 current year. The City adopts levels of service standards in the PROS Plan as target LOS standards, hereby incorporated by reference as amended

Exhibit 5. Base and Target Parks LOS

Facility Type	Unit of Measure	Base LOS	Target LOS
Community Park	Acres per 1000 population	2.71	5
Neighborhood Park	Acres per 1000 population	3	3
Natural Areas & Green Spa	c. Acres per 1000 population	6	6
Trails	Miles per 1000 population	0.32	0.75
Bikeways	Miles per 1000 population	0.27	0.75

ACTION PLAN

Implementation of this Element will be spelled out in the updated Covington PROS Plan, which includes a list of proposed parks and recreation projects, estimated costs, and a discussion of funding sources and options. Because current funding sources are inadequate to meet the need for new parks and recreation facilities, projects in the PROS Plan have been prioritized into high, medium, and low categories, through consideration of community need, population distribution, project opportunities, and potential funding.



SHORELINE



WHAT YOU WILL FIND IN THIS CHAPTER

This element addresses

Covington's shorelines of the state

– segments of Big Soos Creek,

Jenkins Creek, and Pipe Lake.

SHORELINE ELEMENT

Since the early 1970s, the Washington State Shoreline Management Act (SMA) has required that jurisdictions develop shoreline management programs for areas with significant shorelines.

Washington State, in partnership with Department of Ecology (Ecology), requires cities with areas designated as "Shorelines of the State" update their Shoreline Master Program in accordance with the SMA and the State Shoreline Master Programs Guidelines.

One of the goals of the Growth Management Act (GMA) incorporates the goals and policies of the shoreline management act as set forth in RCW 90.58.020. A community's shoreline master program goals and policies is considered part of the Comprehensive Plan. The



KEY TERMS

"Shorelines" means all of the water areas of the state, including reservoirs, and their associated shorelands, together with the lands underlying them; except (i) shorelines of statewide significance; (ii) shorelines on segments of streams upstream of a point where the mean annual flow is twenty cubic feet per second or less and the wetlands associated with such upstream segments; and (iii) shorelines on lakes less than twenty acres in size and wetlands associated with such small lakes. (RCW 90.58.030(2)(e))

Segments of Big Soos Creek, Jenkins Creek, and Pipe Lake are shorelines of the state in Covington. shoreline master program development regulations are considered part of a community's GMA development regulations.

In July 2007, the City of Covington obtained a grant from Ecology to conduct a comprehensive Shoreline Master Program (SMP) update. As a result, the City inventoried the city's shorelines and developed goals, policies and regulations for any new development along city's shorelines. The goals and policies were developed with the help of an Ad Hoc Advisory Committee that included property owners along Jenkins Creek, Soos Creek, and Pipe Lake, members of the Planning Commission and Parks and Recreation Commission, a representative from Soos Creek Water & Sewer District, an area homeowner association member, and a member of the business community.

In March 2011, the City Council forwarded the finalized draft of the SMP to Ecology for their approval (Ordinance No. 05-11). In April 2011, Ecology adopted the City of Covington's Final SMP.

This element summarizes and provides the SMP goals, as well as incorporates by reference the City's SMP.

SHORELINE MANAGEMENT ACT



Pipe Lake, King County 2015



WHAT DOES IT MEAN?

Three shorelines of the state are found in Covington: Soos Creek, Jenkins Creek, and Pipe Lake. Shoreline jurisdiction generally includes the water bodies at greater than 20 cubic feet per second flow or lakes of 20 acres or more plus 200 feet landward of the waterbody and associated wetlands. The three shorelines in Covington encompass about 104 acres of shoreline jurisdiction and 2.45 miles of shorelines and lakeshore. Shoreline jurisdiction is a management area where shoreline uses, ecological function, and public access are balanced consistent with Shoreline Management Act (SMA) goals.

The City's Shoreline Master Program (SMP) has been prepared consistent with the SMA and provides goals, policies, and regulations of each shoreline. The SMP is adopted by the City of Covington and the Washington State Department of Ecology (Ecology). The City administers the SMP, though Ecology has authority over shoreline conditional use permits and shoreline variances.

Predominant uses along Covington shorelines include low density residential, utility, and other lands. The stream corridors contain floodplains and wetlands; minimal critical areas are located along Pipe Lake. Planned land uses match present uses – residential, industrial (utility), and public. There are some adjacent public access locations just outside the Soos Creek and Jenkins Creek shoreline jurisdiction boundaries.



SHORELINE ISSUES AND TRENDS

CONDITIONS AND TRENDS

The City's shorelines include Big Soos Creek, Jenkins Creek, Pipe Lake, and their associated shorelands. The total area subject to the City's updated SMP is approximately 104.03 acres, and encompasses 12,934 lineal feet (2.45 miles) of stream and lakeshore.

Big Soos Creek is surrounded largely by very low-density residential uses and undeveloped lands. Other land uses include a small strip of industrial lands along the eastern edge of the shoreline management area and SR 18 bisecting the area roughly in half from northeast to southwest. The two SR 18 bridge spans and associated embankment fill, armoring, footings, and pilings are the only known shoreline modifications in the Big Soos Creek shoreline area within City limits. Public access opportunities exist on public lands inside and outside of shoreline jurisdiction, such as the adjacent Soos Creek Park. Floodplains and wetlands make up much of the shoreline jurisdiction along Big Soos Creek. The stream is used by chinook and coho salmon, as well as steelhead and cutthroat trout. (The Watershed Company, November 2010)

Along Jenkins Creek over half of the shoreland area is in low density residential uses. Much of the rest of the land is in public utility use by the Bonneville Power Administration's Covington substation or is undeveloped. Covington Way SE crosses shoreline jurisdiction of Jenkins Creek just southeast of SE Wax Rd outside the City limits (King County jurisdiction), while SE Wax Road runs parallel to Jenkins Creek just outside the shoreline jurisdiction to the north. The Jenkins Creek channel bordering the



Pipe Lake, King County

Bonneville Power Administration (BPA) substation has been straightened. Just upstream of the Bonneville Power Administration site, the stream passes through a three-bay concrete box culvert under Covington Way SE. Public shoreline access to Jenkins Creek exists currently within Jenkins Creek Park and Jenkins Creek trail, both of which are located further upstream outside of the shoreline jurisdictional area. Floodplains and wetlands are found along the Jenkins Creek shoreline. Fish species include chinook and coho salmon, steelhead, and resident cutthroat trout. (The Watershed Company, November 2010)

Pipe Lake is approximately 52 acres and has a maximum depth of approximately 65 feet and a mean depth of 27 feet. Pipe Lake feeds into Lake Lucerne, which eventually feeds into a tributary of Jenkins Creek approximately one-half mile to the north of Lake Lucerne. There are no visible inflows into either lake. Currently, over half of the shorelands surrounding Pipe Lake are in low-density residential uses. Camp McCullough comprises another third of the shoreline frontage, with the remaining is undeveloped. There are a number of docks that are owned and maintained by private homeowners associations located along the lake. There is also a boat launch and dock along the western shore of the lake that is associated with Camp McCullough. This parcel has some natural shoreline. Motorized boats on Pipe Lake are prohibited. While there are some wooded areas, there are minimal mapped critical areas. The lake appears may support cutthroat trout and possibly rainbow trout if stocked by lake residents. (The Watershed Company, November 2010)

A map showing shoreline jurisdiction and locations of floodplains and wetlands is provided in Exhibit 1.

Shoreline Approximate Ordinary High Water Mark

Streams

Covington City Limits Medium Intensity Subject to Wetland Survey Urban Conservancy Shoreline Management Environmental Designations **Environmental Designations** High Intensity

Medium Intensity

Exhibit 1. Covington Shorelines and Environment Designations



CHALLENGES AND OPPORTUNITIES

This Shoreline Element balances:

- Preferred shoreline uses such as single family residential and water oriented uses such as recreation
- Ensuring no-net-loss of shoreline ecological function
- Promoting public access opportunities, with larger developments or on public lands

These three goals are balanced consistent with Shoreline Management Act (SMA) requirements and through application of shoreline environment designations that act as an overlay to the underlying zoning (see "Our Shoreline Plan") permitted uses, and regulations.

OUR SHORELINE PLAN

The SMP includes Environment Designations that function as an overlay zone on top of the City's underlying zoning. The Environment Designations control land use, building placement, height and other aspects of shoreline development. Each designation has a different purpose.

- High Intensity: The purpose of the High-Intensity environment designation is to provide for highintensity water-oriented and non-water oriented commercial, transportation, and industrial uses while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded.
- Medium Intensity: The purpose of the Medium-Intensity environment designation is to provide for water oriented and non-water oriented commercial, mixed-use, and residential uses while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded.

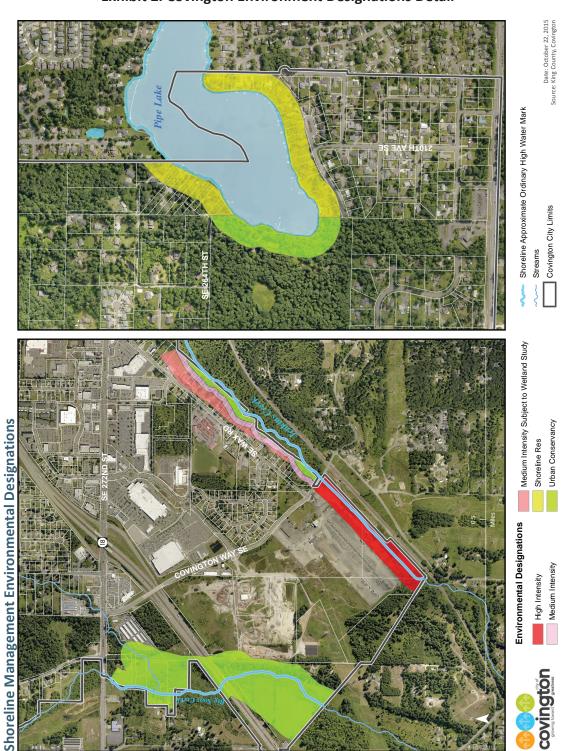
Adaptive reuse of existing structures for office uses is emphasized, along with public access and water-enjoyment uses. A subset of this designation is subject to a wetland study and is marked on the map as: Medium Intensity Subject to Wetland Study.

- Shoreline Residential: The Shoreline Residential environment designation is designed to provide for residential needs where the necessary facilities for development can be provided. An additional purpose is to provide appropriate public access and recreational uses.
- Urban Conservancy: The purpose of the Urban Conservancy environment designation is to protect and restore ecological functions of open space, flood plain and other sensitive lands where they exist in urban and developed settings, while allowing a variety of compatible uses.
- Aquatic: The purpose of the Aquatic environment designation is to protect, restore, and manage the unique characteristics and resources of the areas waterward of the ordinary high- water mark.

A map identifying the Environment Designations is found in Exhibit 2.



Exhibit 2. Covington Environment Designations Detail



GOALS

Covington's SMP goals are listed below. The entire SMP is additionally incorporated by reference, consistent with Covington Ordinance No. 05-11.

- Goal-I. Ensure that any economic activity taking place along the shoreline does not harm the quality of the site's environment or adjacent shorelands, and that new non-residential development provides public access to the shoreline for water-enjoyment activities.
- Goal-II. Increase the amount and diversity of public access to the shoreline, and preserve and enhance views of the shoreline, consistent with the natural shoreline character, private rights and public safety.
- Goal-III. Encourage diverse, water-oriented recreational opportunities in those shoreline areas that can reasonably tolerate such uses without destroying the integrity and character of the shoreline.
- Goal-IV. Maintain safe, reasonable and adequate vehicular, bicycle, and pedestrian circulation systems to shorelines and ensure that these routes will have the least possible adverse effect on unique or fragile shoreline features and existing ecological systems, while contributing to the functional and visual enhancement of the shoreline.
- Goal-V. Preserve, protect, and restore to the greatest extent feasible the natural resources of the shoreline, including but not limited to scenic vistas, aesthetics, and vital riparian areas for wildlife protection.
- Goal-VI. Ensure that the land use patterns within shoreline areas are compatible with shoreline environment designations and will be sensitive to and not degrade habitat and ecological systems and other shoreline resources.



Goal-VII. Identify, protect, preserve and restore important archaeological, historical and cultural sites located in shoreline jurisdiction of Covington for their educational and scientific value, as well as for the recreational enjoyment of the general public.

Goal-VIII. Protect the City of Covington from losses and damage created by flooding.

ACTION PLAN

The Shoreline Element is implemented through administration of the City's SMP. Similar to other elements of the Comprehensive Plan, the City would reevaluate the SMP and consider appropriate revisions every eight years.

Exhibit 3. Shoreline Element Action Plan

Implementation Action	Responsibility
Implement SMP and evaluate consistent with GMA review cycles.	Community Development Department